MUNICIPAL RAILWAY

OF SAN FRANCISCO

TROLLEY TOPICS

FEBRUARY 1940

MARCH 1950

WM. H. SCOTT

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TROLLEY TOPICS

MUNICIPAL SF RAILWAY

Vol. 1, No. 1 February 1946

GREETINGS!

With this, our first issue of "Trolley Topics", we hope to bring a little fun, a little news, and a lot of good will to all our fellow employees in the Railway. This is going to be YOUR paper, and we want you to let us know what interests you most. If you have any suggestions or any items which we could use, please address them to A. J. Svendsen, Editor, Geneva Division.

ISN'T THIS A LITTLE UNUSUAL CONDUCTOR?
OH NO MADAM, THE MUNI. RAILWAY INSISTS ON THESE LITTLE COURTESIES

"COURTESY CLUB":

For outstanding acts of courtesy, the following platform men received written commendations from the public during December: J.Boyd, Sutro; Monroe Fields, Sutro; Jules Woods, Utah; Ernest Fox, Potrero; Frank Gasper, Potrero; William Giles,Utah; Louis Trujillo, Sutro; W.R.Marshall, McAllister; John Wack, Sutro; John Burton, Geary; Andrew Pierce, Utah; Charles Gassaway, Geary; Cornelius Dineen, Potrero. We know there are many others who have performed equally commendable acts on which we have received no report, and we extend to them, too, our bouquet of appreciation. Maybe next month YOU will appear in this column.

WHAT A LINE!

Clerk: "Here's a pretty card with a lovely sentiment: 'To the only girl I ever loved'."
George Lewis: "That's fine. Give me a dozen."

EDITORIAL:

If this is an editorial, we know it is the first and we hope it will be the last. This sheet, when as and if put out, will always endeavor to reflect that famous quotation from Abraham Lincoln, "of the people, by the people, and for the people." We would like at this time to give you the regular dates on which "Trolley Topics" will go to press. However, shortage of help, paper, and funds means that we will simply have to do our "darndest" for the time being.

HEARD AROUND THE BARNS:

Haight Street Division:

A sincere and hearty welcome home to all the men of the Armed Forces of U. S. A. Among those returning to the Haight Street Division are Conductors R. BIERMAN, J. ROY, F. W. C. SMITH (transferred to Shops), J. WATSON, C. PENNAL, and Motormen W.E. BROWN, R. CHAPPEL, O.C. JOHNSON, T. JOHNSTONE, and A. A. LUSTO... Speaking of TOMMY JOHNSTONE, his boyhood ambition was gold digging - just a boy from the sod, we say...Did anybody know that JIM WILSON, President of the Carmen's Union, A.F.L., has gone back on the #33 buses? He's good at it, too!...And did you know that TOM BRAGG, Haight Street Conductor, is one of the oldest working employees? He entered the service January 12, 1905. That is what we would call a real old timer! Forty-one years!...Speaking of old timers, whenever any of them comes back to the Haight Street Barn for a little visit, the first one they like to see is JOHNNY NOLAN, Shop Foreman. He really knows this city of ours and

can tell some good old stories!... JOE ROY's recent trip to Half Moon Bay almost started his companions singing that old ditty "Cradled On The Deep." Just ask IRENE GREEN, BILL HILL, or JIMMY NEUBERT! What a ride that must have been...JIMMY ALLEN, Conductor, came back to work a new man. It's wonderful what a vacation can do for you, isn't it?... The night E. BLEASING, Bus Operator, was expecting to be a father, he had to work. He called the hospital from the office during his dinner hour. They told him -- yes, he was a father -- of twin girls! The Dispatcher told us Mr. Bleasing almost collapsed ...We believe we have the longest Conductor in the Railway (please correct us if we are wrong) in RICHARD BIERMANN, just returned from the Army. He stands just 6'6" in his stocking feet. You really have to "look up" to him!...What former Navy man, now a Collector, really enjoys teasing the Receiver at the Haight Street Barn? Expecially during the turn-in time!

HOW TO MAKE FRIENDS:

Gardner Griffith, Bureau of Public Service, sent in the following item which really warmed our hearts: "I was on Car No. 97 of the K line outbound around 8:25 o'clock, January 17th. At West Portal and San Anselmo or some other street, the approach is not well lighted. The car had just about hit the intersection when three persons, one a woman, stepped out and hailed the car. The motorman did not see them until they got in a circle of light--neither did I, seated in the front section--but he applied his brakes and came to a stop on the opposite side of the intersection. He then leaned out, opening the front gate to do so, and called back, 'I'm awfully sorry folks, I didn't see you. Take your time in getting on.' He really meant it, with plenty of apology in his voice. As he started up again with the bells, he commented to someone on the platform: 'I've never passed up anybody yet that I know of and I'm not starting now.'" Take a bow, MR. JAMES F. MILLAR of the Potrero Division.

HOORAY!

Delivery on 10 new Model 798 White Motor Coaches is being made.

DRUM AND BUGLE CORPS NEWS:

--By I. T. Smith, Instructor

The Municipal Railway Drum and Bugle Corps is about ready to start up again after a three year lay-off. Due to the shortage of men on the system, it was necessary to stop all turnouts. Now that the manpower situation is improving, it looks like it won't be long until we will be on the march again. With both systems united and the increased number of employees, we should be able to put a real outfit on the street. The Drum Corps in the past had some fine times, and now that the war is over and the parades are held again, we will be getting invitations to appear. The members will remember the good times we had in Salinas, Watsonville, Stockton, Sacramento, and that never-to-be-forgotten three-day stand in Santa Monica. Any permenent employee of the Municipal Railway will be welcomed any time he wishes to join the Corps. Everything is furnished - drums, bugles, uniforms, so all you have to do is see me at the Emporium Cross Walk or phone Frank Hunter, Timekeeper, Geneva Division. No experience is necessary as we always have time to teach anyone to beat a drum or blow a horn.

OFFICE GOSSIP:

NABLA O'BRENNAN of the Claims Department was married on January 26th and is leaving the Railway. From past performance, we predict she will have the most efficiently run home in San Francisco...CLYDE ONSTOT (formerly of the Water Department) has returned from military leave and is now working in Personnel. Clyde has acquired a very pretty wife - a former Wave... ADELE DAVIDSON tired of the long trek out to the Leave Department at Geneva and is now in the General Manager's office...Have you seen MR. BENDEL's flashy Christmas necktie?...MARY DEALEY (Schedules) has returned to being a housewife since her husband came back from overseas...RAY HAYTON, our Chief Instructor, had a grand vacation in Oregon and is now back on the job and full of pep...The girls at Geary are glad to see PAUL MINECK back from the Navy (and still single). Paul is resuming his duties in the Payroll Department...We're happy to hear that WALTER BIVENS is back at his desk; he has had a long siege in the St. Francis Hospital...VIRGINIA SUMERVILLE, formerly of Mr. Scott's office, has announced her engagement and is planning a June wedding... Debonair MEL IRVING always sports a flower in his buttonhole - very nice, Mel...Cupid has really been running riot over at Geary - ISABEL KAMPER of Schedules became Mrs. Darrell Richards on November 6th...Also DOROTHY KELLY, formerly at Geary and now at Division & Bryant, changed her last name to McClelland recently... CLAIRE PEREIRA (Claims) went to Fresno to spend the weekend. On the way back her car broke down (honest, that's what she says!) and she wasn't able to get back to the office 'till Thursday. Long weekend!...We all notice the smiling face of BEULAH MOYLE these days around the Accounting Department. Her husband, ROBERT H. MOYLE, Inspector at McAllister, is returning to work after a long illness.

DOES THIS FIT YOU?

A composite picture of the "Safe Coach Operator" as analyzed by the Greater Los Angeles Safety Council shows that he is married, between 26 and 45 years of age, owns a home, and has had between 8 and 12 years of grammar and high school education

SEE-SAW:

A tramp walked up to a lady and asked if she could spare a meal.
Woman: Did you see that pile of wood in the yard?
Tramp: No.
Woman: But I saw you see it.
Tramp: Maybe you saw me see it but you're not going to see me saw it.

THE BLUE RIBBON GOES TO GENEVA:

Geneva led the field with a 14.0% decrease in accidents for December over November. Runners-up were Haight with a 12.3% decrease and Fillmore with a 9.1% decrease. Sad to relate, the over-all picture shows an increase of 11.3%. We realize that the exceptionally bad weather conditions and the greater traffic congestion may be partially blamed for this increase. However there are too many accidents that could be avoided if proper precautions were observed. Carelessness may result in tragic injuries and loss of life, as well as damaging our much needed equipment. Let's all try to bring the accidents down to a new low in 1946.

BEWARE OF THE COMMON COLD:

This is the time of year when so many of us succumb to the cold germ. Science has not yet discovered a method of preventing or curing colds, but there are certain precautionary measures we can take to help avoid them. Wear ample dry warm clothing. Get plenty of sleep to avoid fatigue and lowered resistance Drink plenty of fruit juices and water. Guard your health and you probably won't catch a cold.

EXHAUST FROM THE GARAGE:
So many old timers are returning from the wars, it's beginning to be like "Old Home" week. Garageman JOHN BACIGALUPI, a worthy member of the "Queen of Battles" apparently didn't miss many battles in the South Pacific; Auto Machinist ALFRED FLORES, who as a Chief Warrant Electrician, kept the potential available and correct in his sector of the South Pacific, is rapidly getting in the groove with his fancy headwear, cigars of uncertain vintage and stories which the men in Unit Repair insist are cornier than his pre-war anecdotes...Auto Machinist Foreman CHAS. GIANOLA is back from services with the Navy where he kept the Diesels clicking; Garageman JIM GRIFFIN looks as though he rode that white horse in Tokyo (Ed. Note: not that stuff in bottles)...HENRY JAMES, one of BERT STEVENS' able assistants, didn't miss much from the beaches into Germany as a Lieutenant of an Engineers Combat Battalion...Auto Mechanic WILLARD JAMES kept Armored Vehicles moving plenty in Africa and E.T.O...Garageman JOE LEROUX helped them run the so called "desert fox" right out of Africa...Auto Mechanic ART LIDSTROM did plenty serving with the Sea Bees for 25 months in the South Pacific... Garagemen JAMES LYNCH is rounding in to form after stopping a few bullets made in Germany; incidentally, Jim was gradually but surely wasting away by lack of food for five months in a German prison camp when rescued by one of Patton's outfits in a hair raising thriller...Auto Machinist WILLIS SAWYER, our happy guy, figured one war wasn't enough so served with the Navy in this one...FRANK SCHERZER of the Parts Dept. had the responsibility of identification work for the Coast Guard for the past 40 months... Well done, fellows, and welcome home. ...Auto Machinist Foreman CHAS. MC GUIRE figures that if Operators continue to start fires in rear engine compartments by failure to release the parking brake, it might be well for the Fire Chief to detail his red wagons for trailers...PIERCE WELCH, Coach Dispatcher at the controlls in the "Nerve Center", sez "The idea is to keep the feet warm and head cool at all times."

FIGURES DON'T LIE:
Meeting a dim-wit friend looking pretty lonesome one night, the young man asked, "Haven't you got a girl? Statistics show there's four girls to every man." "Well," said the d.-w. friend, "some wise guy must be having a swell time with eight of them."

HEARD AROUND THE BARNS (Cont.):
Potrero Division:
Our popular dispatcher, EDDIE ARATA, is running for the Retirement Board. His campaign manager is DAN GALVIN of the Timekeeping Department at Geary...We are going to miss GUS LEIDECKER, who is leaving the Railway after many years of service... FRANK LONG, Motorman, just barely got a chance to get acquainted with his old friends after being away on military leave, when he got a call to the Fire Department. Frank's sister, ELIZABETH COLCLOUGH, is that busy young lady in the Leave Department...HERBERT A WEBSTER, Conductor, returned to work on January 27th after a long illness.
Sutro Division:
CHARLES MAGNUSSON has been seriously ill for several months...HALSTON E. CRAWFORD, General Clerk, has been off sick since before Christmas... Conductor C. E. EDWARDS went bass fishing the other day - we don't know if he got any fish or not, but he got home very late...IRENE CONYERS, Conductorette, has to take her dog to work with her every day - just like Mary and her little lamb!
Geary Division:
MAX NADLER, who was injured overseas has reported back from military leave but will have to go on sick leave until he is fully recovered. ...BERNARD CONNORS, Janitor, has been off ill since January 10th... We point with pride to Conductor KENNETH J. GLEASON, who is retiring after 42 years of service. He started January 16, 1914, and HAS NEVER HAD AN ACCIDENT charged against his record.

YOU HAVE TO SHOW US:
Teacher: "If I lay three eggs here and five eggs there, how many eggs will I have?"
Skeptical Pupil: "I don't think you can do it."

SCHOOL DAYS!

Our force of Instructors, 28 strong, have completed an 18-hour course in techniques of training, and are proud possessors of diplomas. Our 16 Claims Investigators will soon finish a 28-hour course under the direction of Mr. Virl Bennehoff of the City Attorney's Office. There are 67 Inspectors at present studying methods of improving efficiency in Railway operation. A course for Shop Mechanics will open soon.

HEARD AROUND THE BARNS (cont.):

Geneva Division:

From the Boys and Girls of the Geneva Division, "Welcome to Trolley Topics" and Orchids to our Personnel Director, Mr. W. F. Mitchell, for making possible this long awaited publication. Those of us who recollect the "Inside Track", which was published by the former Market Street Railway, will all agree it promoted higher morale and good fellowship of the employees, two factors which must predominate in the successful operation of our Railway...How many of us remember Motorman BILL BUTCHER parading around in his kilts, characterizing the famous Sir Harry Lauder, and Conductor PAT GIBLIN with his melodious trumpet. Pat could really tote a mean horn in those old days, and we're hoping to have another chance of displaying our talents in the near future...Anyone who wishes dancing instructions see Relief Dispatcher "DADDY" MAHONEY, who shakes one of the meanest hips of the Geneva Division...Haven't had much chance to check up on birthdays or births for this first edition, but I'm told that HENRY RUFFONI considers his rabbit farm a hare raising experience...Geneva Motormen always held esteem and top positions in accident prevention. The silver cup locked up in my Superintendent's desk symbolizes the teamwork of the old school of Motormen from Geneva. How about it fellows? Let's get back on the beam, start cocking on the front burner, and I'll guarantee to place every Motorman's name in this column who doesn't have an accident for the four week period. ...Dispatcher KEN WATTERS, the man with the beautiful curly hair, tells me his formula for growing such is now for sale. Here's the chance you bald heads have been waiting for.

Utah Division:

We are glad to see THOMAS C. McHUGH back from military leave after an absence of four years. He returned to work on January 28th...Other recent returnees are STEPHEN J. TOMOLA, C. F. RULISON, M. F. WERMUTH, EARL L. ELLINGSON, D. J. BISKNER, CLIFFORD THOMAS, L. S. PEDONE, A. J. GUTIERREZ, ANDREW MAGRI, WM. L. THAMES, and JOHN J. WILSON...We hope that JOSEPH A. TAMBLIN will soon recover from his long illness...HUGH WM. FRASER is another who has been on the sick list for some time.

McAllister Division:

WALTER F. JOHNSON, Conductor, is in the hospital...JAMES L. ELLIOTT, Conductor, returned from military leave on January 5th.

OUR MODEST REPORTERS:

Several of our correspondents at the Division points have asked to remain anonymous - maybe they feel they can "snoop" better if no one knows who they are. However, we are very proud of the excellent job they have done, and we hope to persuade them to come out and take a by-line next month. Due to the limited space, we had to cut down some of the reports which were received. We plan to use these items in our next issue. So please keep firing away and let us have all the "hot news" from your section. Deadline for our second issue is February 25th; however it will assist us considerably if you can get your material in earlier.

OUR SISTER UTILITIES:
CAPTAIN B. M. DOOLIN celebrated his birthday on January 21st. Many Happy Returns!...DORIS BARRETT, who is our idea of the perfect secretary, is moving from the Public Utilities' General Office to Mr. DAVE LOUIS' office...Water Sales Manager JOSEPH CONWAY is rehearsing to the strains of Lohengrin these days. His daughter, Aileen, is to be married Saturday, February 2nd...CHARLES REED, the clever artist from the Bureau of Light Heat & Power, is not the only talented member of his family. His daughter, Janet Reed, is the glamorous ballerina currently appearing with the Ballet Theatre here in San Francisco...JEAN AUSTAD, at the Airport, reports that the first commercial Douglas DC4 in actual service was christened January 28th with cinema star Ella Raines doing the honors. The usual confusion and frustration was attendant in breaking the champagne bottle which took four strikes with the final one on the wheel gear of the ship...MARIAN BEAVER, Clerk in Water Sales, was honored with a birthday party in the Water Department lunchroom - cake, candles, presents and everything!... If you know of any "dirt" -- the Airport is taking bids for six million yards of fill to extend their landing field area.

TSK! TSK!
Did you hear the one about the girl who wouldn't go up to the bachelor's apartment because she heard it was furnished with knotty pine?

CIVIL SERVICE EXAMINATIONS:
Permanent Civil Service lists, which have been closed during the war years, are being reopened now, and examinations will be held shortly for the following classifications: J66 Garagemen (Applications must be in by February 1); S102 Conductor and S104 Motorman (applications must be in by February 6); 0276 Asphalt Worker (applications must be in by February 8); J152 Trackman (applications must be in by February 13). Information about these examinations may be obtained from the Civil Service Commission. Room 151, City Hall. If you know of any persons who are interested, please notify them of these dates.

CONDUCTORS WILL APPRECIATE THIS:
The following miscellaneous report was received at the Potrero barn: "I relieved run X; the policeman was out of the hole. I notified the Inspector. He told me to make report." (To those who are not familiar with fare boxes, this refers to the tell-tale ball which indicates if the box has been tampered with.)

A GOOD FRIEND:
We were all saddened to hear of the death of Mr. D. P. Haggerty, who was one of the most widely known and best loved men in the Railway. He started as a Machinist in 1914 and has been Assistant General Superintendent of Equipment and Overhead Lines since 1918. We extend our sympathy to his family.

A LIFE OF EASE:
The following old-timers with the Railway have retired recently: Charles A. McDonald, Geary, who has been with us since 1914; James Riordan, Potrero, since 1920; Frank Skelley, Potrero, since 1928; George E. Sutton, Geary, since 1913; Frank Kocjan, Potrero, since 1918; Joseph Sousa, Elkton shop, since 1919. Now they can have breakfast in bed every morning and go to the ball game every afternoon. We hope they will enjoy their well-earned rest.

THE GANG'S ALL HERE:
You may ask, "Why should my spending
Cause inflationary trending
Though I squander every penny I have got"
-If you're joined by sixty millions
Of civilians blowing billions,
You'll discover that it matters quite a lot!

OBITUARIES:
We extend sympathy to the family of Victor Storman who died January 1, 1946. He was a conductor at Potrero and entered service August 17, 1914.

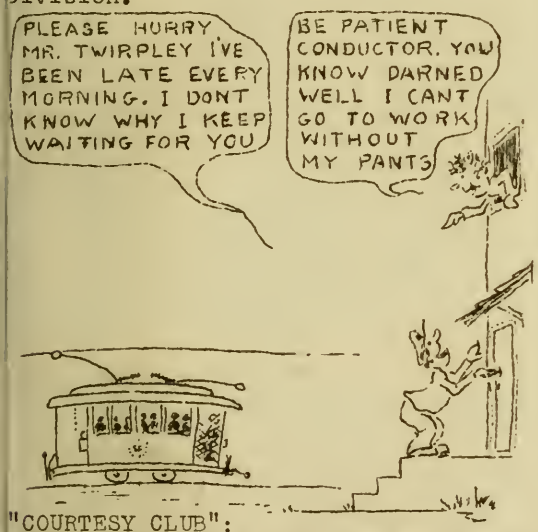
Our condolences go to the family of William D. Mathewson who died January 18, 1946. He started with the Market Street Railway November 11, 1902, and has been working at the Elkton shop.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

Vol. 1, No. 2 March 1946

THANK YOU!

For all the interest shown by your comments on "Trolley Topics", we are most grateful. We realize that there are many improvements to be made, and with the help of your suggestions and criticisms, we hope to make it a bigger and better paper. This is just a reminder that if there is anything YOU would like to see in Trolley Topics, please let us have your ideas. Address any items to A. J. Svendsen, Editor, Bureau of Personnel, Geneva Division.



"COURTESY CLUB":

We are happy to welcome the following new members to our "Courtesy Club": A. L. BROWN, Sutro; CORNELIUS DINEEN, Potrero; TIMOTHY V. ERDY, Utah; A. F. FILIEGER, Geneva; CHARLES GASSAWAY, Geary; WILLIAM GILLETTE, Utah (two commendations); R. P. HARPER, Sutro; BESSIE RUTH LONG, Geary; M. MONTGOMERY, Utah; ALFRED E. ROBERTS, Geary; CHARL J. SCHMIDT, Geary. The above have all received letters commending them for acts of courtesy "above and beyond the call of duty." To those who have not yet been mentioned in this column, many of you have done a wonderful, if unsung, job of promoting good will for the Railway. We know that many acts of kindness are observed but never reported to us. Keep up the good work. That little extra touch of thoughtfulness will certainly brighten someone else's day - and you will enjoy the reflected glow.

IN REVERSE:

A sailor stopped his car on Route 51 and asked a country boy how far it was to Covington. The boy replied: "It's 24,996 miles the way you're going, but if you turn around it's only 4."

HEARD AROUND THE BARNS:

24TH STREET DIVISION: To all employees at this division who are at present on sick leave, we wish you all a speedy recovery...Operator RED BOYD says that the No. 24 line is sure a honey. Except for one thing--!...To our patrons on the No. 26 line who are wondering whatever happened to "JERRY" GONSALVES, that operator who never smiles, take a peek at the No. 70 line...There is nothing the matter with our relief dispatcher, BILL WHITE. He just got married, is all! "Congratulations, Bill!"...There is a cause for every accident - carelessness and negligence cause most of them. Do your work as it should be done and you don't have to worry about accidents. "LET'S MAKE A RECORD AT THE MOTOR COACH DIVISION."...We are glad to have JOSEPHINE ROBERTS, our ace operator, back on the job and she is sure taking good care of the No. 26 line...Most people have discontinued their victory gardens, but JACK RICHLIN has just started...That was no earthquake you felt,--that was just JIM TREANOR going downstairs to get that coach out on time. He made it too!

GENEVA DIVISION: Conductor JOE CASTER is now the proud father of a baby boy...It is said that a very prominent figure of our Division had the habit of telephoning his wife every morning, greeting her with a mixture of Pidgin English and Chinese; imagine his embarrassment the morning the telephone operator gave him the wrong number...JOHN GENTILE, the versatile motorman of our Division, wishes to challenge Conductor WILLIE REINHARDT, the "Valencia Street Thrush", to a singing contest. The boys and girls of Geneva would appreciate such a contest over Buddah's Amateur Hour. The "Tired Tonsils of Geneva" will be a fitting name for Conductor Reinhardt if he fails to accept this challenge...Conductor TOM COWANLOCK is now recuperating in St. Mary's Hospital from an accident caused by a careless motorist who knocked down and seriously injured both Tom and his wife...Conductorette GLADYS VANCE is back on the job with a brand new hair-do, very becoming to say the least...Inspector HUGH BROWN is looking fit as a fiddle after an operation...To the Geneva Division Bachelors who are searching for "Paradise", we refer you to Shop Foreman HERB STRICKLAND, whose shop is a wonderful example of such...We are all wondering if Dispatcher GEORGE TAYLOR found out what was at the end of the string.

DOCTOR'S ORDERS:
"Good morning, Mrs. Kelly," said the doctor, "did you take your husband's temperature, as I told you?"
"Yes, doctor, I borrowed a barometer and placed it on his chest; it said 'very dry,' so I bought him a pint o' beer and he's gone back to work."

A TIP FOR RAINY DAYS:
Our Geary Reporter contributed the following good suggestion: "We noticed during the last rainy spell that a lot of new motormen were having trouble with their windshields. Just go to the five and dime store and buy a 10¢ shoe wiper. Pour some vinegar on it and your troubles are over. The older it gets the better it works. Just watch the old timers." If any of you have any other "helpful hints", let's hear from you.

A THOUGHT FOR YOUR FUTURE:
The Retirement League of San Francisco is vigorously working toward a revision of the present antiquated retirement system. After over a year's study, they have submitted to the Board of Supervisors a Charter Amendment, to go on the next municipal election, which will liberalize our present outmoded system, which now requires a woman to work over 43 years and a man to work at least 38 years to get one-half pay. The proposed revision would provide that a man or woman would work 30 years to obtain half pay. Age limits would be lowered; disability and death allowances increased. The present Retirement System was established in 1922. Since that date no liberalization of retirement allowances has been made. This failure to keep pace with more modern systems has resulted in the retirement of city employees on a monthly income WHOLLY INADEQUATE TO MAINTAIN A DECENT STANDARD OF LIVING. It is obviously to our benefit to wholeheartedly support this retirement campaign. Let's all do our part toward improving our Retirement System.

DID YOU KNOW THAT:
The Railway granted military leaves to 494 employees to serve in the armed forces. Of this number, 288 have returned. We are certainly glad to see these men coming back, and will try from time to time to give you a little more news about where they've been and what they've done.

MUNICIPAL RAILWAY BEAUTY CONTEST

THE JUDGES PICK A WINNAH

1.	CURVACEOUS SAL	WASHINGTON-MASON
2.	GLAMOROUS GERTIE	24TH AND UTAH
3.	LOVABLE LULU	SUTRO
4.	BUXOM BEULAH	McALLISTER
5.	FRIVOLOUS FANNY	POTRERO
6.	MOURNFUL MYRTLE	GEARY
7.	KNOCK-KNEED NELL	GENEVA
8.	LISTLESS LIZ	FILLMORE
9.	DROOPY DORA	HAIGHT

"Curvaceous Sal", the Washington-Mason gal, walked off with first prize in our January contest with a 34.6% decrease in accidents over December. "Glamorous Gertie" from 24th and Utah was a close second with a 31.9% decrease. The group as a whole made a most impressive display, showing an overall decrease of 11.6% for the entire Railway.

CAR AND COACH COLLISIONS DECREASED 56.1% over January, 1945. We think all of our contestants should be proud of this record. However there is still lots of room for improvement, and we hope all Divisions will apply themselves to an accident-reducing diet.

McALLISTER DIVISION: WM. MOYLE is back on the job after being off for a month from injuries received when he tried to move a milk truck loaded with empty bottles off the track...All the men at this Division would like to know why "DIXIE" SAWYER is saving silver dollars?...Motorman ED MILLER has been living on big steaks these days since he got those new teeth of his...We would like the employees to ask Motorman FLOYD DANIELS about the "Time of His Life"...Motorman LLOYD McCLELLAND has gone to Los Angeles on his vacation...The Auxiliary Police undoubtedly missed Motorman ANTONIO STEFANI from traffic duty while he was away on two weeks vacation..... Conductor FRANCIS BETTS is probably spending his vacation working in that beautiful rose garden of his...Conductor JOHN BIRMAN got a 30 day leave for business reasons (What kind of business?) and is going to Los Angeles...We are all glad to have Dispatcher ROBERT MOYLE back with us after a long illness in the hospital. ...We are wondering how long it took MILDRED SHARP to look over those 2500 pennies and how many V.D.B.'s she found and what it stands for!...Now that the summer months are coming up, Dispatcher WILLIAM JOHNSON will probably miss his cottage in Redwood City. ...Conductorette MARIE BENTLEY has been to Los Angeles to spend her vacation; we are beginning to wonder what the attraction is in Los Angeles. ...Conductor HARRY BARKER has been down on his ranch in Santa Cruz doing his spring plowing; do you suppose he tuned up that remarkable whistle of his by chirping at his dog down there?

PERFECT ALIBI:
Feyling: How did you puncture this tire?
Driver: Ran over a bottle.
Feyling: Didn't you see it in time?
Driver: Naw, the guy had it under his arm.

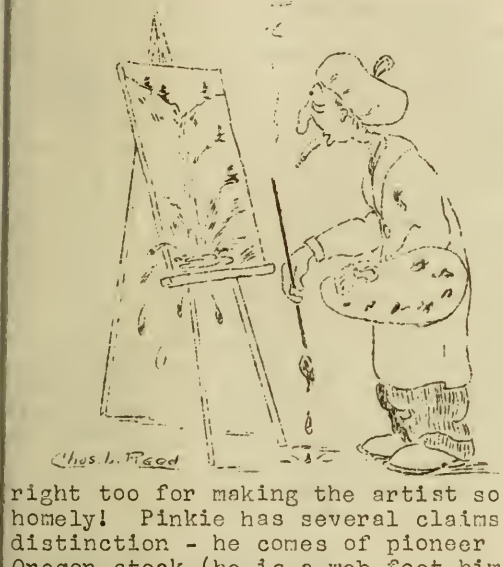
HAIGHT STREET DIVISION: Inspector ROBERT FISH felt very neglected 'cuz he wasn't mentioned in our first column...JIMMY NEUBERT's dog, "Rusty", a German Shepherd, has just returned from overseas duty where he saw plenty of action...Bus Operator ED HAVENS is an apiarist. That means a man who keeps an apiary. Well, if you must know, it's a man who tends bees, and we almost got stung on that word too! ...Apologies are in order for not mentioning our Old Timer Gals before this. Conductorettes LOUISE GROSSMAN, MAYBELLE PAETZEL, WILMA TIGHE, IRENE GREEN and MILDRED MILLS have all been with this barn for three years...IRENE GREEN really amazes us. She is so small, she even has her own special bell cord, and some of the fellows could wrap her up and put her in their pockets! ...Did you hear the one about the drunk who went to see that picture, "Lost Week-End", and promptly swore off going to the movies?...That bus operator, ROBERT HAMLIN, is really a character! He is extremely witty, and he won't crack a smile at his own wise cracks. Very confusin'!... FRED BARNETT, the bus operator, just received a certificate from the Hub Hub Club (the N.B.C. program) informing him that he was nominated the most courteous bus driver of the week. That is a mighty fine compliment. We aren't surprised because Fred really is a grand fellow..... Motorman "SPERRY" LUSTO has been teased so much lately, it's hard to keep a straight face when we meet him. One of the office staff has threatened to "Ooky Dook" him, and he doesn't know yet what it means!

MOVING DAY FOR RAILWAY ENGINEERS:
The engineering forces of the Municipal Railway are moving from 425 Mason Street to a new location at 1663 Mission Street. The need for more spacious quarters to house the rapidly growing department, and the contemplated reconstruction work planned at 425 Mason, made the move necessary. F. L. Requa, Electrical Engineer, will be in charge of the crew at the new location.

HE MUST EAT HIS WHEATIES!
CHARLES SARCANDER of the Garage celebrated 33 years with the Railway on January 31st. He started as a Motorman at Geary back in 1913. In those 33 years Mr. Sarcander has never drawn any sick leave pay - we never heard of anyone so healthy before.

RESTRAINING INFLUENCE:
Teacher: "What is it that binds us together, sustains us and makes us better than nature intended?"
Tommy: "Girdles."

MEET OUR ARTIST, CHARLES REED:
Charlie Reed, our distinguished artist from the Bureau of Light Heat & Power who has contributed the fine pen sketches to the "new life" of the Municipal Railway, is affectionately called "Pinkie" by everyone who knows him more than 24 hours. He might have been a redhead once, but he is a pinkie now, and a most likable chap. We tricked him with a long cock-and-bull story into doing the sketch for this "biography". Serves him



right too for making the artist so homely! Pinkie has several claims to distinction - he comes of pioneer Oregon stock (he is a web-foot himself, of course) and towns, highways, rivers, etc., are named after his illustrious grandparents. He has a charming and talented daughter, Janet, who as a ballet dancer has appeared in San Francisco with the Ballet Theatre, starring in such productions as "Graduation Ball", "On Stage", etc. A 1945 issue of Life magazine carried several pictures of her. In addition to his proficiency as a cartographer, Charlie has done some work in sculpture and in oils. A talented lad!

IT ISN'T OUR FAULT!:
We did not receive any reports from Potrero, Sutro or Washington-Mason. What's the matter? Doesn't anything ever happen over there? If you would like to see some mention of the activities of your fellow-employees, tell your Division Superintendent or your Dispatcher about it. We would like to see every Division represented in Trolley Topics.

FILLMORE DIVISION: A hearty welcome back to Conductor J.H.FIELDS, who spent over two years in the South Pacific; Conductor L.C.CASH, formerly of Washington-Mason, who is back from the Navy and now on special duty assisting in the handling of all money taken by our streetcars; Motorman L. MARTIN, returned from the Army. A real "Hello" to you and "Glad to have you back" from us-all to you-all...Our smiling Dispatcher, CHARLIE GALLO, who so cheerily attends to the window and starting of cars in the morning, had a siege of flu and was missed by all while away. Don't tell him I told you, but he expects soon to be called "Grandpa Charlie" for the first time...GEORGE SAWYER, our Chief Dispatcher, has been gaining weight since returning from his southland vacation. Imagine Skip getting plump - but it's the truth!...Dispatchers WM.D.HUTCHISON and G.N.MAGNUSON, while not deep in their regular work, can be seen together scanning the different catalogs on feather chickens, delivered alive. Is it that they really are interested in live poultry, or what?

ELKTON SHOPS: Congratulations to ARTHUR G. ZIMMER, who won first place on the list of those who took the promotive examination for Foreman Car and Auto Painter...WILLIAM RODDOCK headed the list for Foreman Armature Winder...Foreman Shop Mechanic HUGH THOMAS has decided to see how it feels to take it easy; he has been with the Market Street Railway since 1900.

VISITORS FROM KEY SYSTEM:
Our Training Department was honored with a visit from the following Key System representatives: C.N.Anderser Vice-President; H.Coleman, Chief Supervisor; D.J.Potter, Assistant to the Vice-President; George Wright, Chief Instructor. An exchange of ideas with our friends across the Bay should be of great benefit to both parties, and we hope these visits will be frequent.

DRUM & BUGLE CORPS:
I. T. SMITH, the Drum & Bugle Corps Instructor, has been seen around t Bureau of Personnel formulating plans for a bigger and better outf which we understand will materializ sometime in April.

CENTRAL CONTROL TOWER: The following being our first contribution to Trolley Topics, we wish to take this opportunity of wishing this publication every success and to express the opinion that it will fill a long-felt want and go a long way in promoting good will and a higher morale among the Railway employees...We wish to extend a welcome to our new Inspector, J.E.HUNT, who has just returned from the Armed Forces and has taken up his new duties at Van Ness Avenue and Vallejo Street...Inspector HAROLD (BANTY ROOSTER) SHURGIN is experimenting with new lighter fluids for his cigarette lighter...JACK (SPENDTHRIFT) SALVATO has finally decided that you can't put cars back on time by trading fare boxes..We are pleased to report that FRANK HANLY is back on the job after a lengthy illness...PATRICK HASLAM is at home recuperating after having undergone an operation at St. Francis Hospital...HUGH BROWN is also at home after spending time in the hospital. We hope to see both back at work in the very near future...We would like to invite all Inspectors knowing of any humorous or interesting items concerning our department to forward same to the Central Control Tower so that they may be included in our next contribution. That's all for this time!

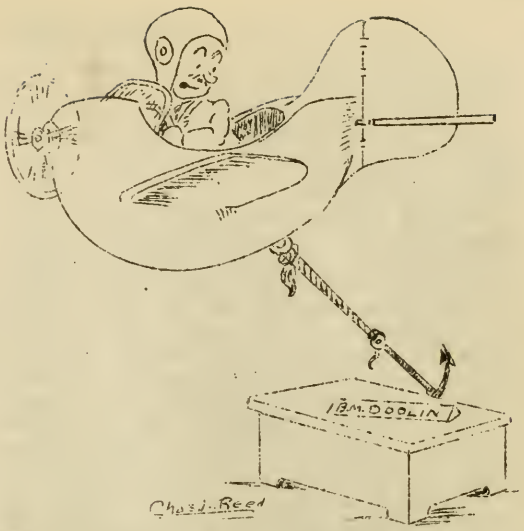
EXHAUST FROM THE GARAGE:
Said Auto Machinist Foreman ERNIE KILBY as he stubbed his toe on a wheel block which was lying loose and alone on the street, "I've got a skiff, outboard engine, miscellaneous fishing gear consisting of boat rods, surf rods, hooks, leaders, old sardines and some tasty worms that I will reluctantly trade for some more twin-post hydraulic Bus lifts"..... That pleased expression Foremen FENT, McGUIRE and KRIEMS are wearing comes from the cooperation the Operators are beginning to give by furnishing vital information on the DEFECT CARDS They express a desire to do their "darndest" to get the defect fixed if the drivers will mark 'em down..... Garage employees extend their very best BIRTHDAY GREETINGS to fellow-workers CAMPBELL, CASTRO, COFFEY, GIANOLA, LIDSTROM, LUCAS, MANGAN, MOORE, PRESLER, REDWINE, and RODGERS, who were all February "chilluns"... Our beauteous BARBARA KING has troubles. That boy is back from the war with a ring 'n everything but a solution for the housing problem. Barbara has been reading about the post-war plastic housing creations: "dynamic furniture" that vibrates all the while so dust can never settle, fireplaces that revolve on tracks so the back never gets cold, chemical wallpaper that turns yellow and brown in the fall and green in the spring, bathrooms with warm floors like a toaster, bathtubs that raise vertically for a shower, and the new-fangled "Alarm-O-Mattress that shakes you awake in the morning, and she is mildly interested. Anyone knowing of a vacancy with aforementioned furnishings can contact Barbara at the Garage. FLASH--- SILVANA OSUNA says, "Me too!"..... Shortly before the war, the employees at the old Municipal Railway GEARY GARAGE had a soft ball team, and they played the Fire Department for a buck apiece but lost in the last inning. I would sure like to recover that buck. From the appearance of the talent in the Garage, I bet we could do it too...JOHN "SCHNOZZLE" COMLICH recently got his nose in the way of a wrench moving in the wrong direction. We have been reliably informed by attending surgeons that the rebuilt model will be bigger and better, completely streamlined and a thing of beauty and joy forever..... PIERCE WELCH in the "NERVE CENTER" sez: "They's replacing the old narrow roads where two cars could barely pass with wide highways so six or eight machines can collide at once."

BROADCAST PRAISES COURTEOUS CONDUCTOR
We hope you all heard the broadcast by Mr. Gerry Morton of KLX commenting on the exceptional courtesy of Conductor No.1166 on the No.7 line. Mr. Morton told his radio listeners of this Conductor's helpfulness in every way. He not only calls out all the intersections clearly but mentions the connecting lines at each transfer point. He very politely assists those who need help in boarding or alighting. And he is very careful to see that all are safely aboard before giving the "Go" signal. We feel that such public recognition of this man's courtesy is something of which we may all be proud. Thank you, MR. IVY B.GUMMS of Haight Street.

GEARY DIVISION: Geary welcomes back Conductors ROBERT MERSICH, LOUIS F. FAZIO, MORRIS J. LESS, WILLIAM T. JOHNSON, and Motormen ALFONSO TABOADA, DEWEY GUNDERSON, ARTHUR FABISH, and FLOYD F. LEHNHERR from the Armed Services. All are signed up to join San Francisco Post No. 58, Veterans of Foreign Wars, which is the most popular and the oldest V.F.W. post west of the Mississippi and takes in the Civil Service employees who have seen service overseas...Congratulations to Motorman RUSS HARTMAN on the arrival of a seven pound baby girl... Also the boys are smoking cigars passed out by that chubby little man in the money room, W.J.DOYLE. He is now the proud papa of a 7½ pound baby girl. Shame on you, Russ, for letting a fellow like that beat you by half a pound...Conductor SAM DICKEY is in the San Francisco Hospital, Ward E; blood donated by ELMER SORENSEN and A. BENEDICT saw him through his operation. Come on all you potential blood donors and register with the Dispatcher so that when a friend is in trouble, we can see him through the hospital...An old-timer is a man who remembers when J.P.FITZGIBBONS could climb up on a car and tie up a trolley rope or when D.C.ORMSBY weighed 160 pounds.

OLD-TIMERS RETIRE:
The following men, who have given many long years of service to the Railway, were retired recently: A.J. GLEASON, Geary Conductor, who started January 16, 1914; PHILIP PHILLIPS, Potrero Conductor, who joined us on January 7, 1914. R.F.KRALISHECK, Geary Conductor, who has been with us since January 28, 1915.

OBITUARIES:
We are sorry to report the deaths of three employees: John Kearney, Trackman at Turk and Webster, who started with the Market Street Railway in 1918, died on February 1st. Emil J. Tanzer, General Clerk at Washington-Mason, who was with the Market Street since 1915, died on January 31st. Ambrose Callaghan, Inspector, a Charter employee who entered service in 1908, died on February 22nd. We extend our condolences to the families of these men.



MEET CAPTAIN "MIKE" DOOLIN:
Mike Doolin was a fighter pilot in the first World War--returned to San Francisco on inactive status as a captain after the Armistice. He continued flying from the old Marina District Airport, did some engineering, and in 1926 joined the Aviation Division of Standard Oil.

Doolin had no airport to speak of when he took over June 1, 1932. He did have, however, a pond in the middle of the field where the ducks used to light, fondly called "Doolin's Lake". The less said about the Airport as it existed at that time, the better it was for all concerned. A description of his duties in that period was noted in the Chronicle: "DOOLIN DOUBLES IN BRASS--He is a grease monkey, head janitor, peanut butcher, phone operator, dispatcher, chauffeur, log keeper, gardener, ditch digger, pilot inspector, as well as Manager."

This list does not mention the fact that he is also a super-salesman. He sold the various airlines on making San Francisco Airport their terminal, and has recently helped to put over the $20,000,000 bond issue to expand the Airport. He has a keen sense of dramatizing air transport and its need for the benefit of the citizens. Moreover, he is a business executive with vision who is developing the Airport into a profitable enterprise for the citizens of San Francisco.

OUR SISTER UTILITIES:

JOHN CURLEY, Director of the Bureau of Accident Prevention, was overwhelmed with a surprise birthday party on February 14th. Properly coaxed, Mr. Curley tells a "Superman" epic complete with sound effects that really is a dilly!....ALICE GARRETT, Cashier, and JANE MURTA, Teller, of the Water Department, drove to Los Angeles over the Washington's Birthday week end. In some way which is not quite clear, they found themselves at a place called Santa Anita, with the result that they returned home sadder and wiser...ELTON JIMINEZ of Water Sales, is losing the British accent he acquired during his two years stay in England. He is also taking the "elevator" instead of the "lift" and coming to work on a "street car" instead of a "tram".... Genial ELMER ARMSTRONG, who drives for Manager of Utilities J.H.TURNER, has greater reason for smiles these days--his first granddaughter arrived on February 24th. Elmer helped his son Bob to walk the corridors in anticipation and is sharing the limelight with him too...JOHN HURLEY, who left the Water Department to make an extended visit to Japan, writes that he has been promoted to Private First Class, that he is fine, and that there is a lot to see in Tokyo..... CHARLES MAURY, who has been a Boy Scout leader for many years, is working through his chief, "OLE" OLSEN, in an endeavor to open up some of the City's Public Lands for Boy Scout encampments. We think this is a very worthwhile cause and hope this request will be granted...ANDREW UTE has returned to duty with the Water Department; he was with Patton's 3rd Army in the drive across Germany and saw plenty of action...CARROLL G. CLARK, who looks the typical top sergeant, resumes his old position as Building and Contractors Inspector and brings to it the snap and precision he acquired in the Army...I. E. FLAA, Designing Engineer at 425 Mason, has been ill but is getting along nicely.

DREAM GIRL:

"Where did you get that date - buck teeth, cross-eyed, bow-legged, and bleached hair?" "You needn't whisper; she's deaf too."

OFFICE GOSSIP:

Little MARGIE HAVNER is bubbling over with delight now that her husband, ROY HAVNER, has returned after almost two years overseas. Roy's many friends in the Water Department will be glad to hear that he is back. ...We are told that MORRIS MURPHY of the Claims Department gives a spectacular performance of the highland fling...AUGUST MUSANTE, Instructor, got a beautiful Valentine signed by every girl in the Geneva offices--and are the other boys jealous!... We have never yet heard EARL RYAN's name mentioned without someone saying, "He's the nicest man you ever saw!"...OLGA BRAGESCO, who was formerly down at Civil Service, makes an attractive addition to the Personnel office force. Olga has three brothers in the Railway--DARIO, who is at Geneva, and HARRY and JAMES at Potrero...We are told that GEORGE QUINN, who occupies the front seat with ANGELO LAUDI while driving home at night, is trying to "muscle in" on JIM PAGER, who monopolizes an assortment of Geary gals in the back seat. The fair passengers are KAY MALONEY, JUSTINE COUPER, DOLORES SHEA, JEANNE BERGON, ELEANOR KENNY, ANN BURKE, HARRIET OWEN, and anyone else going up Masonic. It is quite a treat to see the upper layer bounce when Angelo hits a rut!..."EDDIE" EDWARDS is home from the hospital and we hope he'll soon be completely well ...FRAN LUBNER says that "Chichi" perfume really gets 'em!...ALYCE GATES startled the Personnel staff by announcing that her eight months' old Baby had fallen 2½ floors from a windowsill. (Ed. note--Baby is a cat, and we assume he still has a few of his nine lives left.)

A LITTLE BIRD TOLD US:

JIM DENIS, the Geneva Dispatcher, is a great pigeon fancier. While high in the loft feeding his pets the other day, Jim decided to do a little soaring himself. There followed a great commotion for at the bottom of the lofts lay one Big Pigeon who had no wings. Luckily all that was injured was a little flying pride and some very sore ribs. Better take your flying lessons on the ground after this, Jim!

MUNICIPAL RAILWAY SF

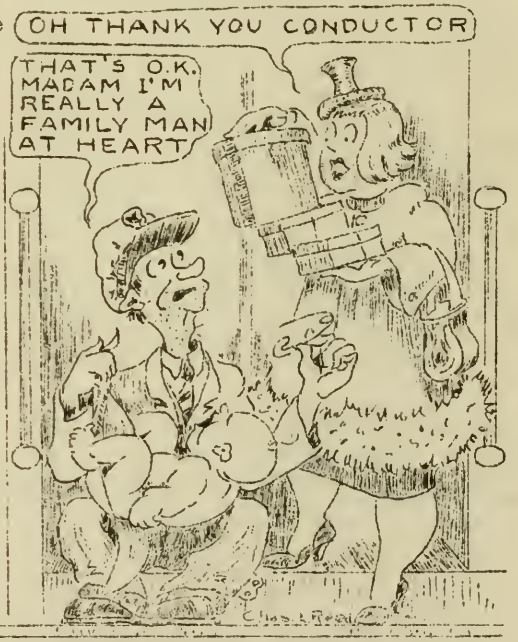
TROLLEY TOPICS

Vol. 1, No. 3 April 1946

PASSENGER RECEIPTS DROP:
According to General Manager Wm.H. Scott, passenger receipts decreased $79,460.28 in February 1946 as compared to February 1945, with substantially no decrease in service. February was, in fact, the lowest revenue month since consolidation. At the same time, operating expenses have increased. In order to provide higher wages, new equipment, repairs and rebuilding, operating costs will go still higher. The Office of Price Administration has recognized this increased cost of production in private industry and has allowed for corresponding increases in selling price. WHY ARE WE DENIED THE 8 1/3-10¢ FARE? (Further details on P.9)

THE $1000.00 QUESTION:
How long will my job last? The examination held by the Civil Service Commission for permanent platform positions at the Civic Auditorium on March 21st is again causing concern in the ranks of those limited tenure people who have so ably helped our transportation system through its wartime crisis. Mr.W.F. Mitchell, Director of the Bureau of Personnel of the Public Utilities Commission, attended the examination and reports that approximately 800 of the 1000 who qualified actually showed up and completed their papers. If past experience can be used as a guide, probably not more than 275 to 300 will qualify for these positions. Many of those taking the examination are already limited tenures working for the transit system. Since approximately 1200 permanent positions at this writing remain to be filled, limited tenure personnel will probably still be employed on the platform as late as January of 1948. Many more examinations will be held, and the present limited tenure employee should watch his work record, stick to "Railroading", and take the future examinations as they come up.

"COURTESY CLUB":
Potrero is leading the parade with five new members for our Courtesy Club: JOSEPH L. SESSA, ERNEST S. FOX, DANIEL O'LEARY, EDWARD WHITE, and KATHRYN WILLIAMS. Other initiates are EDWARD SCHULMAN, McAllister; IVY B. GUMMS, Haight (two commendations); WILLIETT YOUNG, Utah; IZORA CHAMBERLAIN, Fillmore; ALFRED COOKE, Geneva; PAUL KIESOW, Utah;



D. THEODOS, McAllister; PATRICK A. LAUDERO, Geary. The above have all received letters of appreciation from passengers who have noted unusual acts of helpfulness. These letters show how much your attitude influences the public's opinion of the Railway. Let's try to boost our membership in the Courtesy Club by giving courteous and cheerful service at all times.

FAMOUS LAST WORDS: "Well, if he won't dim his lights, I won't dim mine!"

MEET THE DUKE:

Duke Ormsby, General (and genial) Superintendent of Transportation, is a man who is on the job 20 hours a day. Rumor has it that he is looking for part-time work to take care of the other 4. He may be seen at almost any hour of the night or day prowling around looking for ways to improve service and increase efficiency. He worked for various transit companies in England and the United States before joining the Railway in 1914 as an Inspector. Since then he has been a Receiver, Dispatcher, Assistant Instructor (while he was in charge of power meter instruction, he made a remarkable record in power saving resulting

in over $4000 per month decrease in power expense), Claims Investigator, Assistant Superintendent of Transportation, and in June 1945 reached his present position. Aside from his various other capabilities, he has a remarkable fund of stories and an amazing store of information about the early days of the Railway. His office is always open to the many people who take advantage of his kindness and do not seem to be satisfied unless their problems have been given the "Ormsby touch".

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NUMBER PLEASE!

Our switchboard girls are looking pretty smug these days. In a recent test taken by the Telephone Company, our operators passed with an excellent rating. This test covers such service items as cut-offs, double connections, wrong extension station reached, etc. The test does not cover the musical lilt in their voices nor the courteous manner in which they reply to questions, but if it did, we know they would get 100% in that field, too. Our switchboard is open 24 hours a day, 365 days a year, and is a vital part of the operation of the Railway. The telephone department can be very proud of their fine record.

THE COOPERATIVE SPIRIT:

When Motorman CLYDE W. CLAY of the Geary Division turned in an accident witness card, no one in the Claims Department was able to decipher the hurriedly written name. However when an investigator interviewed Clay and called his attention to the illegibility of the witness' name, Clay said, "That's all right; I'll locate that witness for you." On one of his reliefs he took time out, because on the very next day this witness appeared at the Claims Department, stating that Motorman Clay had asked him to call. This, we say is the ESSENCE of cooperation.

WASHINGTON-MASON DIVISION: We are sorry to have our shop Foreman THOS. HUEY leave the service after 44 continuous years. He received a farewell present from his fellow workers. ...Gripman HAROLD VINSON received a visit from the stork and was presented with a baby girl on March 7. ...Gripman JAMES HATTER was the first one to be presented with a complimentary $5.00 merchandise order from Merrill's Drug Company for his unsurpassed courtesy. He stopped the car so a lady who was standing could occupy a side seat... Although they took our only tractor away to the hospital, FRANK MCQUAID, our new shop foreman, found a way to push the cars around without too much effort...We sincerely hope that everyone likes the new paint job on the cable cars; they sure do look "classy" and we are proud of them...Have you read "Cable Car Days of San Francisco"? It's good!

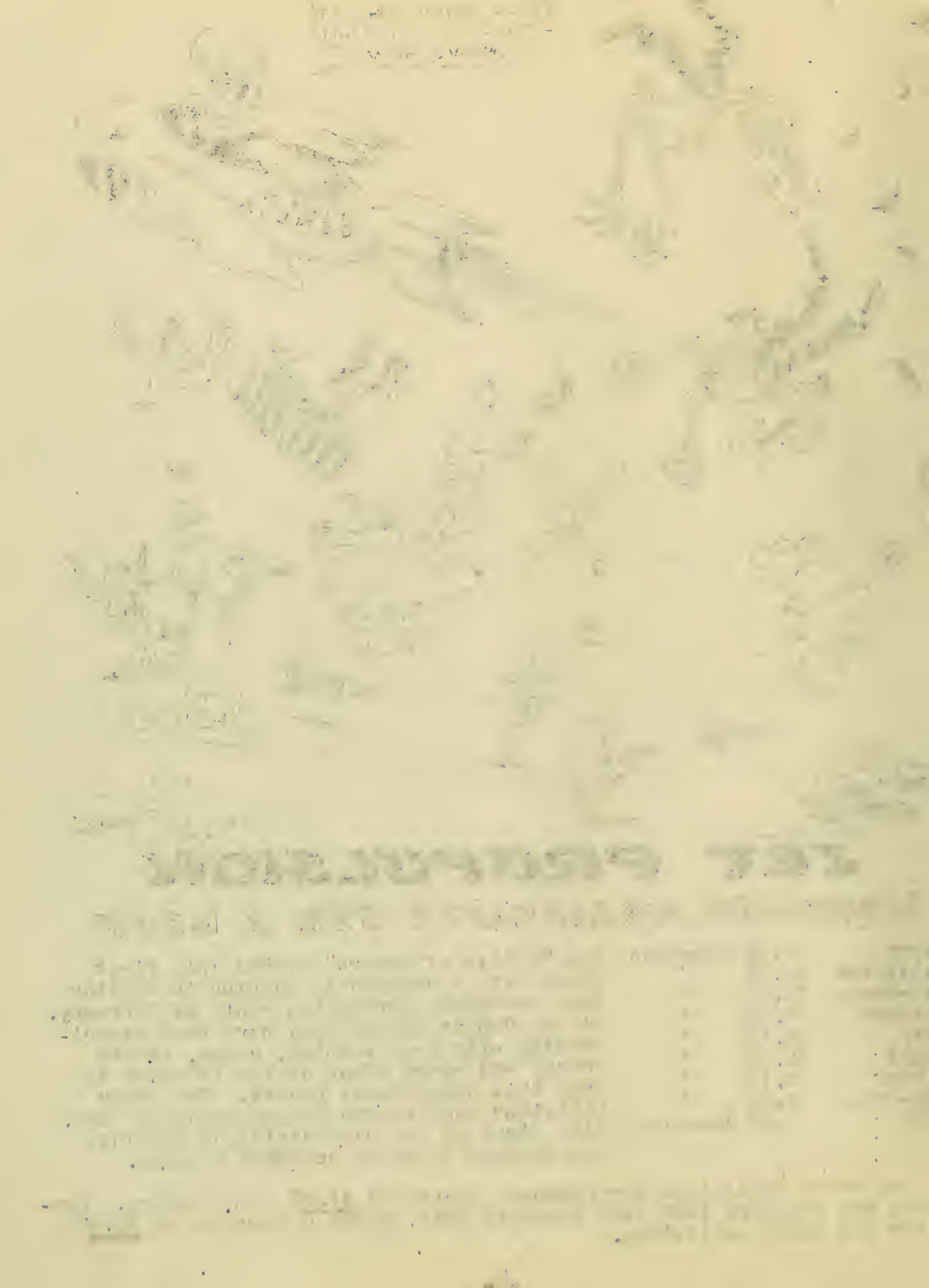
JET PROPULSION

KNOCKS ACCIDENTS FOR A LOOP

Geneva	28.3%	decrease
McAllister	27.2%	"
Wash-Mason	23.5%	"
Fillmore	23.4%	"
Geary	23.1%	"
Haight	22.0%	"
Potrero	9.1%	"
24th-Utah	2.5%	"
Sutro	2.3%	increase

The "Spirit of Geneva" zoomed into first place with a remarkable showing in cutting down accidents during the month of February. At the Geneva hangar they have been experimenting with rocket ships, radar, atomic energy and every other device in order to make this exceptional record. The other Divisions came in for "happy landings" too, with eight of the nine divisions showing improvement in their accident records.

Car and Coach Collisions for February decreased 41.6% over January. Comparing the February 1946 with February 1945, shows a decrease of 63.8% in car and coach collisions.



POTRERO DIVISION: We welcome back to our division from the Armed Forces the following men: RICHARD O'MEARA, ARTHUR SPACHER, ARTHUR CARRON, GEORGE GUIDO, PAUL STILL, ROBERT GUSTAFSON, MORRIS GUTTMAN, CHARLES MAGUIRE, RAYMOND LINEHAN, ROBERT WILLIAMS, LOUIS ANGELI, RAYMOND GNECCO, LOUIS NOLAN, GEORGE SULLIVAN...The great "SCOTTY" MURDOCK back from the Navy heard the angels sing twice, but he evidently was not wanted up above!...LEO J. MAHONEY, Motorman, has taken the leap into the sea of matrimony. Congratulations, Leo!...There must be something to that old saying, "Like father, like son", as we have the following father-son combinations: O. EDWARDS and son HENRY; E. HAWKES and son ALFRED; J. MUTTER and son RAYMOND...In this division we have some great fishermen who invite the men to fish dinners, promising to bring a fish or two. When "PINKY" LAVIN or L. A. SMITH are asked about what they promised, they say the fish was so big that he got away. However should they fail, we always can fall back on Inspector J. STRIELSHORST... EDDIE ARATA, our popular dispatcher, is now back at work after being home sick for the last three weeks. Eddie wants to thank each and every one for the wonderful support given to him from all divisions in the recent balloting.

GENEVA DIVISION: MCDEVITT's careful Motormen put up a grand record again for the month of February, topping all the Electric Divisions in accident reduction...Motorman LIONEL MCCARN is now the proud father of a baby girl; Lionel should make good use of his musical ability for the next year or so...Did you hear about Motorman MOSES WILLARD purchasing a can of corn syrup to cure his corns; "Mose" hasn't removed his shoes for several days--we wonder why!...Conductor EMORY JEANS is now recuperating from a sprained hip caused by pulling a large bass out of the Bay. Some fish story!...Collector PETE DIDUCH is moving to McAllister Street going into the second hand business; Pete will have everything for sale that he carries in his pockets... Motorman JACK FLYNN can be seen every Sunday afternoon at the Cow Palace competing in the local motorcycle races. Better take it easy, Jack; we need all the good Motormen at Geneva. Motorman "Houdini" YEOMAN holds the spotlight in Gilley Room chatter with his sleight of hand tricks and weird tales of Martinez...Conductor BERT FLIEGER has given up fishing these days; we think the purchase of a new movie camera has something to do with giving G. SCIALANCA the bird on their famous fishing trips...If you really want to see a fancy routine, watch MABEL DAY preparing herself for duty in the mornings...TOM OSBORNE, one of Geneva's old-timers, is back on the job after several months of sickness; it's good to have you back, Tom!...Did you see Relief Dispatcher "DADDY" MAHONEY on St. Patrick's Day--my, oh my, what decorations!...Conductor ALEC RIGAUMONT contemplates visiting his native Belgium in the very near future. We all wish you a pleasant journey, Alec, and a safe return.

SUTRO DIVISION: IRENE CONYERS says she would like to write in a whole lot of things about a whole lot of people in the different barns where she has worked. That's just what we want, and wish everybody would do the same...Have you seen the cartoons JOHN PRESTON does in his spare time? They are very clever and well-drawn...Everyone in our barn knows and loves DOTTIE JONES; she is so little and cute and always has something to say to everyone; she's a number one motorwoman too.

LOST AND FOUND:
Our new Lost and Found Department at Potrero incorporating all the units formerly located at each division point, already has an impressive assortment of lost articles, according to JANE HORTON and MILO WALSH, who are custodians of the various possessions which are left on our street cars and buses. Each day BILL FLYNN picks up the "loot" at each barn and delivers it to Potrero, where it is listed according to date found. If there is any identification, the owner is notified by phone or letter. If it is not claimed within 30 days, the article is returned to the motorman or conductor who found it. As many as 100 umbrellas have been turned in on a single day. The courteous and efficient service this department is rendering is a great asset in building the public's good will.

MCALLISTER DIVISION: Conductor M. SMITH now believes in the old saying "There is always room for one more" since the lady who missed his car the other day turned out to be Mrs. Smith. ...Dispatcher W. JOHNSON has been wondering since payday why he hasn't received his check. (He forgot to report himself off the sick list when he returned to work.) FLETCHER MOSS and R. TIMM are both in training for the Golden Glove meet; both boys are now training at the Hot Air gym.... FRANK POLIDORI, who is training greyhounds for the dog races, was also seen working out with the Oakland Baseball Club at Boyes Springs...We hear WALTER DUFFIN is in the Towing Service--kind of hard on the fingers, Bill? Better stick to the changer... Motorman G. DOBIE is getting to be a superman on the dead man controller. ...We are glad to have HARRY PURNS back with us after a four months illness...TIM DALY is in the stamp collecting business now and all he needs to complete his collection is a sugar stamp...Conductor L. SIMMONS returned from military leave Feb. 27. ...If anyone wants to know anything about the City Charter, come around the Gilley room at 5:30 a.m. and see WALTER SMOLENSKI and MENDELL JAFFE. ...We think SAM CARR was the cause of Motorman J MES SKINDIS falling down as Sam was his leader that day.

GEARY DIVISION: A big tear in the eye of Geary Division because our own MAMIE MUCH, the only Eskimo girl on the job, resigned and is going home to Point Barrow, Alaska, to keep house for her husband and four youngsters. Good luck to you, Mamie, wherever you go...Conductor DENNIS O'SULLIVAN was again passing out the announcement of the arrival of a 10½ pound girl on March 24...Congratulations to Motorman W.A. BRYANT on his marriage...We hear PORKY NEWMAN is giving Judo lessons to RUSS HARTMAN; also a $20 reward for anyone who can tap him in the middle of all that floating muscle...LLOYD SOLEMINK, the Dispatcher for the past 30 years, is taking up a collection to buy a Cadillac and says that he will retire when the boys kick in with enough. Conductor ROBERT GRANGEY and his faithful companion "Bessie" spent their vacation at Reno and in the vicinity of Truckee where he took some beautiful outdoor camera pictures. Lady Luck wasn't with him in Reno, though. RICHARD KRALISHECK retired on March 1st after 31 years with the Railway. ...A. BENEDICT, who has quite a way with the ladies, took a pretty cute number with him fishing recently-his granddaughter, Martha, aged 6 months.

MEET CHARLIE MILLER:

A miracle man in W.C. Bendel's department who can produce anything from a coat hook to remodeling a division point, Charlie Miller is constantly on call for service of all kinds, and the phones lined up in his office are ringing constantly. Whenever anything goes wrong at Geneva, whether it be a leaking roof or a mouse in the lunchroom, the cry goes out, "Call Charlie Miller." He's deservedly known as a man who gets things

done. And his job as Superintendent of Equipment calls for a lot of "doing". His department patches together all the street cars and buses that are damaged or need repairs of any kind. He has had as many as 68 cars awaiting overhaul at the Elkton Shops at one time. It is his responsibility to get these badly needed cars back on the lines as soon as possible. Charlie has had many years of experience and knows all the ropes thoroughly--he started as a Repairman back in 1908 and has worked up through Foreman, General Foreman, and Asst. Supt. of Equipment to his present position. If you want to win his gratitude, baby your cars along and treat them as gently as you can so they won't need doctoring. He has plenty of patients now!

V.F.W. NEWS:

The Railway is well represented on the list of officers of San Francisco Post 58, Veterans of Foreign Wars of the United States. Heading the Post is ALFRED A. BENEDICT, Inspector Geary Dispatcher's office, as Commander. Al, who was wounded at Chateau Thierry in 1918 when he was 16 years old, is also the Junior Vice Commander of the S.F. Chapter of the Purple Heart Association. The new Junior Vice Commander is Motorman WILLIAM A. BRYANT, a veteran of World War 2 who served in the South Pacific. Bill's son is also a member and served in the U.S.Marines. The Adjutant is GEORGE W. WATSON, who is a Past Commander and has been Adjutant for 6 years. George, who is a Bookkeeper in the Accounting Department, served in France in 1918. BOYD MORRISSON, General Clerk, is a new Trustee. He was in the Navy in World War 2 and served in the South Pacific. Post 58 has grown from a membership of 60 in 1941 to a paid-up membership of over 1000.

HAIGHT STREET DIVISION: When Conductor C. SCHLICHTING was down on the beach the other day, a big breaker hit him and pulled him out about 15 feet. He said when he got home, he shook sand off himself like a salt shaker...It is really worth a day's pay to get LUTHER HOWARD (that man from down Texas way) and JIM WILSON started in a good argument. They have been calling each other names for years--and they still are the best of friends...ARTHUR ROBINSON can make his harmonica do everything but walk! He and his brother, who plays the guitar, have appeared on Buddha's Amateur Hour and gave a fine rendition too!...Ask GLENN ROBERTS, Motorman, or Inspector RAYMOND WETZEL about the little trick that was pulled on them last Christmas. If you can get Glenn to tell you about it, you're good! Where is that little piece of mistletoe now, Glenn?...MONTE ALLEN, Instructor, is so interested in seeing the students succeed that he volunteered for night "Follow-Up" work--swell spirit, Monte!...Who was it said they were going to buy some birdseed for that unfeathered canary in the office?...Did you know that E. BLEASING was formerly in the ring, so don't start an argument with him or you'll be sorry!

FILLMORE DIVISION: F. REIGERT, MARY BILLUPS, CARLA YOUNGMAN, E. CALDWELL, E. LATSON, M.M.WINGARD, J.W.WILGUS, CLYDE SMITH and DOROTHY TAYLOR, returned from their vacations looking fit, and all reported having a grand time here there and everywhere around this country of ours...P. CONNOLLY, L. SANDERS, F. BANKS, and D. TOINES then departed for their two weeks. The men in this division jokingly stated that the boss told them when to take their vacation and their wives told them where to go...Conductors E. CARLSON and J. FIELDS are both in the hospital. We hope they will soon be happy and healthy as ever...Conductors D.DICKERSON, WM. STONE, ROBERT MASON, HORACE ALLEN, and Motorman W.F.BURGANS are new members now working in this division. We will try to make you feel at home here and we hope you will like our happy working family...When not on the back platform of the 22 cars, BRYANT F. MEARS writes stories; he just received a check from the Sunset magazine for an article entitled "Desert Do's and Dont's." Let's hear some more about what you men are doing when you're not on the cars. Items of interest will be accepted in the Dispatcher's office at any time.

24TH STREET DIVISION: Our courteous operator JULIGA WOODS is doing a good job on the No. 70 line...EDWIN JOSTMEYER says there is nothing to those simple questions, when you are a college graduate. Ed sure worked his way through!...ERNEST FELDTMAN is still keeping a close watch on the Embarcadero line--keep it up, Ernie!...LLOYD STARLES, who has returned from military leave after seeing Okinawa, Japan, and like points, landed in San Francisco on February 7th and got married February 9th. Congratulations and lots of luck! CHARLIE HANNEMAN says that sea breeze at Hunter's Point is most refreshing. "Just a breeze, Charlie ...Our ace operator MARGARET ANDERSON is doing a good job on the 3rd St. line. Keep up the good work, Margaret...That well dressed man you saw walking to work could have been JOHN MORRISSEY...Do you believe in the Golden Rule? Do unto others as you wish others to do unto you. Help prevent accidents; watch that dangerous corner that JOHN CURLEY, (Accident Prevention) spoke about.

EXHAUST FROM THE GARAGE: The Garage Shop force successfully launched the Spring Social season Saturday, March 11th, with their Second Annual Probation and Get Together Dinner. This time-honored "coming out" party was held at the Mission Grill with "Probationers" JOHN BACIGALUPI, CURTIS FENT, DENNIS JOYCE, ERNEST KILBY, LIN LOFSTEDT, JAMES LYNCH, GEORGE MANGAN and FRED MILLER as honored guests. Ably assisting WALT (Never-Fail) FEYLING as Master of Ceremonies were ED AMOIT, LIN LOFSTEDT and ART REYNOLDS. With usual generosity and deadly humor, these men presented the nut-splitters with customary gifts in due and ancient form. Among the recipients, LEE (Barber) VORRES received a barber pole; AL FLORES, a cigar that should keep him puffing a few months; in commemoration of the successful maiden voyage of the shiny Garage Wrecker, FRED MORAN received a miniature of his problem child; so he won't be lonesome while that girl is away, JAKE DEGROOT now has a "dolly" for company; WALLY MCKNIGHT can emulate the Gold Dust Twins with his new wrench; the little blue wagon should help BERT STEVENS fill parts orders much faster; ART REYNOLDS, "Yardbird" they call him, got a pair of water wings. (Art has trouble staying inside the boat while fishing). DENNY JOYCE was to lead the St. Patricks Day Parade smoking his new clay pipe with the green fringe on top. Entertainment which was varied and strictly high grade rounded out the evening. Our "Braw" Scot, RONNIE URQUHART, put Harry Lauder to shame whith his touching and tuneful rendition of some old madrigals. They laughed when JOHN PATKIN sat down to dance; they didn't know he was Russian. The keynote speech of the evening came from our respected "Chum", the lately retired Auto Mach. WALTER ATTRIDGE. All in all, it was a swell party!..... The futility of it all. ART REYNOLDS recently bought a new steel rod, a genuine Phleuger reel, some 25 lb. test leader, a 45 lb. test Nylon line bait costing $1.50 and a $2.00 fishing license, borrowed an outboard motor, drove hellangone up the bay and went fishing. He fell out of the boat once but finally hooked a cat fish. From a reliable source we learn that the fish upon seeing the "Yardbird", said "Meeow", spit out the hook, and went merrily on its way. Art is firmly convinced that some days it doesn't pay to get out of bed... PIERCE WELCH of the "Nerve Center" sez, "They're some of the buses so crowded these days you even see men standing up."

THE INSPECTOR

He stands on the corner, in rain or in shine,
Watching the cars and keeping them on time.
He nods to each crew as the car rolls by
Checking their time with a practiced eye.

He's always so neat with badge gleaming bright,
Be it morning or evening or late in the night.
If the crews have trouble, he's right on hand,
Be it motors or drunks or just out of sand.

He makes out reports (not of you, if you're good
But of broken rules (as good Inspectors should!)
So don't run sharp when there's no reason to;
Think of your follower, and he'll think of you.

And don't pass 'em up when the going gets rough
Or you'll find the Inspector can really be tough
He's most understanding, his job makes him so,
And not a bad fellow, as the crews all know.

So when you pass by and he isn't jolly
You're either late or you're sharp, by golly!

(Sent in anonymously, but our spies strongly suspect Inspector ROBERT FISH

SHOP DEPARTMENT: By way of the Elkton Grape Vine, it has been learned that two of our bachelors have taken unto themselves a wife; they are WM. R. WYATT, Machinist in the Machine Shop, and LOUIS J. CAVANARI, Elec.Ry. Shop Mechanic in the Overhauling Shop. Congratulations to both... JEANETTE SORENSEN wishes the Railway would add a fleet of planes to its service 'cause she lives so far away. ...All employees at Elkton Shops are smiling due to the low number of cars now waiting to get into the Shops for accident repairs...During the month of March our department has been saddened by the death of Faust Ghisla of the Overhauling Shop, who started with the Market Street Railway in 1919; also by the death of Frank P. Mullen of the Geary shops, who has been with the Railway since 1922.

OFFICE GOSSIP: Surprise winner in the Stork Sweepstakes at Geneva was CLYDE ONSTOT, whose son Richard arrived ahead of schedule on March 8th. FRANK HUNTER was runner-up with a boy, Thomas Francis, on March 22nd. SAM STERN still hasn't crossed the finish line; he is expecting to be a grandfather soon...J. P. BROGAN escorted JOAN GAMMILL, GEORGINA MERRILL, and DOLORES SHEA to the vaccination center for their smallpox shots...JOHN P. CLARK, Claims Investigator, now answers to the name of "Big Blue Eyes"...The girls at Geneva are all anxiously waiting for BILL BENDEL to move into his new office there...ROSE LEWIS occasionally gets the urge to broadcast via teletype, and she can really click away...There's a hubba-hubba girl in the Claims Bureau who has all the men ga-ga, but M. MURPHY rates number One..,CONNIE DALY is whipping up a lot of fancy dishes to please her brother, Jack, who is home for a few days...FRANCES GREENE of the Telephone Department is full of vim and vigor after spending a few days at her summer home on the shores of Clear Lake...They tell us the majority of the girls at Geary are on a diet. Is it their Lenten resolutions, their desire to lend enchantment to their Easter outfits, or could it be that their avoirdupois is increasing? ...Instructor GORDON JENSEN is busy practising up on his new adding machine...W.F.MITCHELL won his staff's undying gratitude by persuading a department store to furnish a pair of nylons for each girl.

LAURELS TO CIVIL SERVICE: Louis Landreville and his examining staff did a remarkable job in arranging the recent platform examination taken by some 800 men. Everything was conducted in an efficient and orderly manner, and the test was well-designed to bring out the qualities of mental alertness and ability which the Railway needs in its platform operators. Congratulations to Civil Service on the splendid way in which they handled this large group.

OUR SISTER UTILITIES: The annual outing of the Water Department Employees Association will take place in May. This year it will be in the nature of a welcome home celebration for returning G.I.'s. CLARENCE T. HOCK is busy making arrangements and will gladly furnish information to anyone interested...MARY ELLEN O'CONNOR, who has been manipulating the switchboard at the General Office, is now working at 24th and Utah...RUTH FOX of the Bureau of Light Heat and Power looked very "foxy" the other day in a stunning new dress...JOHN L. DONALDSON of Hetch Hetchy at Moccasin spent a few hours in the Personnel Office on a classification problem; good luck, John, and keep your snowshoes on!... BILL MCGOVERN of the General Office is hitting on all cylinders again after a slight operation on his hand.. HELEN CATHEY, Accident Prevention, is nursing some aching muscles after horseback riding...RALPH STERNER of the Bureau of Light Heat and Power is an expert photographer and much of his work has appeared in newspapers and magazines. However he maintains he is holding some of his best shots for blackmail purposes!

ATTENTION ALL FUTURE FARMERS: One cold morning a city boy went to work on a farm. Just before daylight the farmer told him to get the horse and bridle him. In the dark the boy got hold of a cow and was trying to put the bridle over its horns. "Hurry up," shouted the farmer. "I can't get the bridle over its head," replied the boy. "It's ears are frozen."

IT'S ALL IN THE APPROACH:

Johnny bee was a slow little bee,
So he lost out in his sector,
But Jimmy bee was a fast little bee,
He found his honey and nectar.

STOP "BUNKING THE PUBLIC" by saying wage increases can be granted without increase in price levels. The above appeared as point #3 in Bernard Baruch's (economic adviser to our national administration) newspaper release March 26, 1946.

WHAT DO WAGES BUY? At the turn of the century when the 5 cent fare was an established charge in San Francisco, you could buy a big juicy hamburger for a nickel. Now it's 15 to 25 cents. A shoeshine was only 5 cents and a huge schooner of beer the same. But not now. You could get a shave for a dime, a haircut for a quarter, a sirloin steak for 15 cents. In keeping with Charter requirements, the wages of employees have risen, not as fast as the increase in the cost of living perhaps, but a lot faster than the price of street car fares.

DO YOU KNOW THE DIFFERENCE? In those days, platform men got $2 per day for a 10-hour day. No penalty overtime, no sick leave, no vacations with pay. Beginning July 1st, these pay rates, including gains made in sick leave, pensions, overtime and vacations, will have increased 500%. Through all these years until 1944, Municipal Railway's fare remained at 5 cents. Then it went to 7 cents.

THUS, WHILE WAGES WERE INCREASING 500%, the fare from which wages are paid had increased only 40%! That's why the shoe is beginning to pinch. That's why it will begin to pinch taxpayers next year unless another 1 1/3 cents is added to the fare.

OTHER COSTS ARE UP, TOO: In 1912, street cars cost $7000 each. Now they come at $25,700. That's an increase of more than 350%. The costs of construction and most materials and supplies are up 300% and more. Everything the Municipal Railway buys costs more.

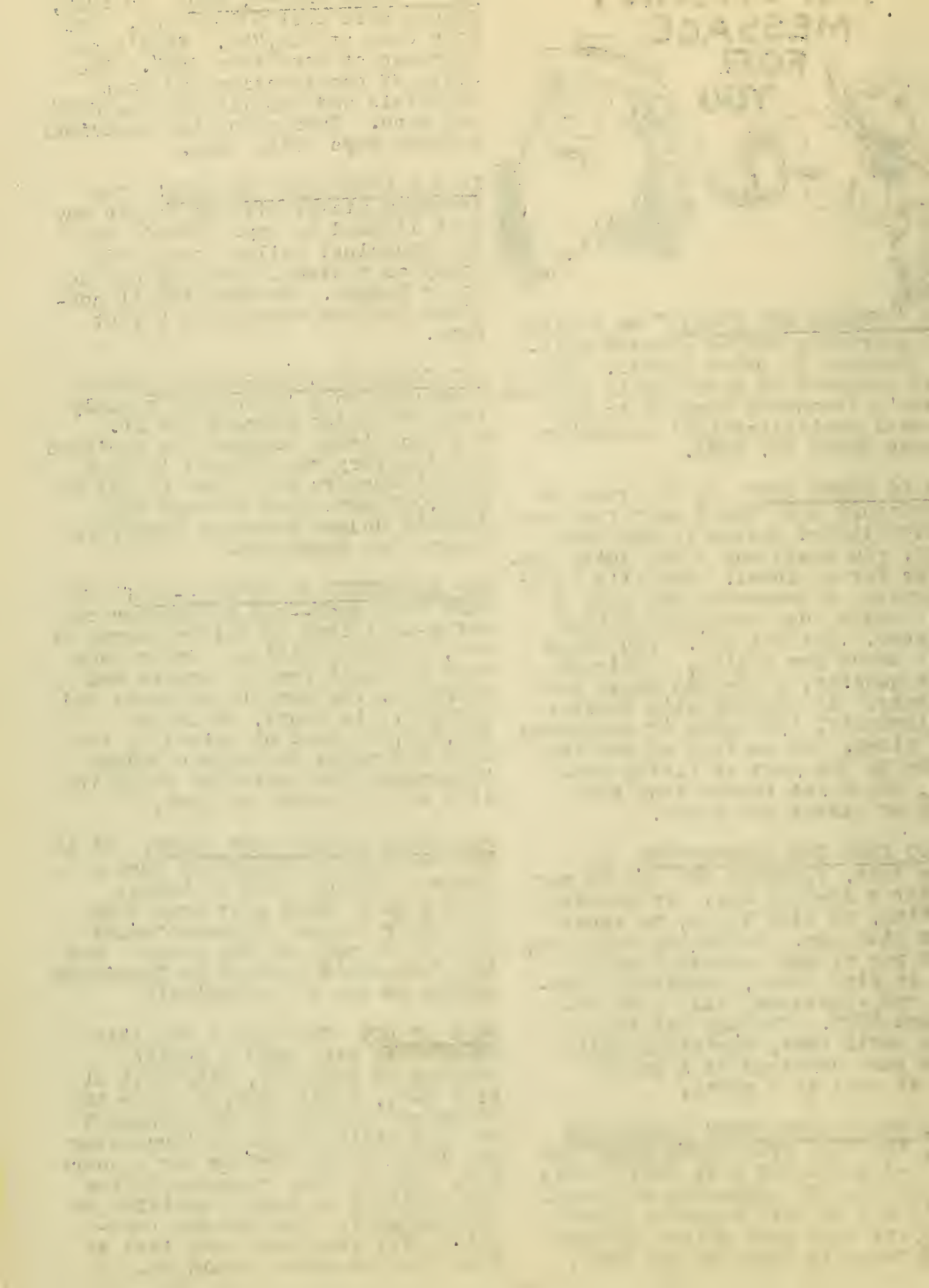
IT ALL COMES DOWN TO THIS! The American nickel will no longer buy what it used to buy. That's why the Municipal Railway once made money on a nickel fare but can do so no longer. Neither can it continue to make money on a 7 cent fare.

THE COSTS OF GIVING SERVICE have increased many times more rapidly than the price charged for it. The once large surplus has vanished and the very real threat is here that taxpayers will have to put up $400,000 next year to meet the deficit unless revenues from fare payers are increased.

NEW EQUIPMENT IS NEEDED--NOW! We must have soon--and the sooner the safer--millions of dollars worth of new, modern vehicles. Great sums must be spent for new tracks and overhead, for decent carhouses and garages. In short, at least $20,000,000 must be raised in the next few years to build a modern transportation system on which it will be a pleasure to work.

ALL THESE THINGS TAKE MONEY. It is idle to talk of financing such a program through sale of bonds. Such a plan would cost more than any other because interest would have to be paid on the bonds. And the fare would have to be increased anyway to pay the principal.

WHAT TO DO? The Public Utilities Commission will hold a public hearing at Room 282, City Hall at 5:00 p.m., April 22nd, to hear the views of everyone on the proposal to meet rising costs by increasing the fare to three rides for a quarter. You or your representatives are entitled to take a position on the proposal. Perhaps the foregoing will give you some idea of what that position should be.



MUNICIPAL RAILWAY SF TROLLEY TOPICS

Vol. 1, No. 4 May 1940

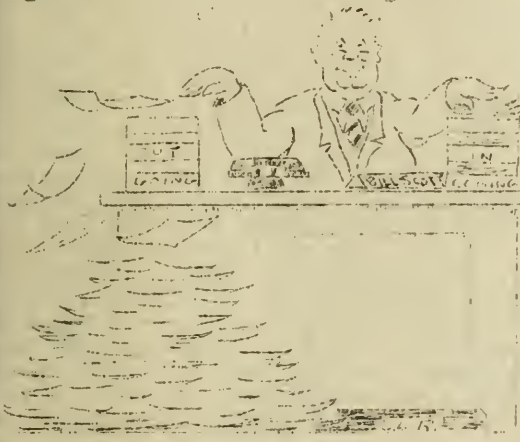
"COURTESY CLUB":
Many letters complimenting the courteous and efficient service rendered by our personnel were received during the month of March. Some of them call attention to specific instances of courtesy to the handicapped or infirm; others praise the honesty of our operators; still others simply reflect the good feeling our patrons enjoy when they are treated with extra consideration and kindness. Those who received recognition were James F. Wargo, Potrero (two commendations); George E.Benker, Geary; Henry Bobbon, Potrero; John Delury, Potrero; W.J. Gillette, Utah; Ray Haupt, Geneva; Cecil R. Johnson, Utah; Bessie Long, Geary; Garrett Rowan, McAllister; J.Woods, Utah; Priscilla Simmons, Geary; B.J. Sylver, Geary; I.N. Schofield, Fillmore and John Austin, Mason. We stil want more members. How about YOU?

"FIVE LITTLE WORDS":
There are five little words I'd have you know;
They are: "Pardon me," "Thank you," and "Please."
Oh, use them quite often wherever you go;
There are few words more useful than these.
These five little words are filled with a power
That money or fame cannot give.
So commit them to memory this very hour
And use them as long as you live!

THE UNFAILING COURTESY OF PLATFORM MEN IS BOUND TO STRIKE A RESPONSIVE CHORD WITH THE PUBLIC.

MEET BILL SCOTT:

When Bill Scott became General Manager of the Railway in 1940, he stepped into this job at a time when it was to become perhaps more trying than at any other period in its history. Along with E.G. Cahill, who was then Manager of Utilities, he carried the difficult burden through the war years. Every resource was used to keep the cars on the road and to get our defense workers to their jobs. He had a double purpose in doing this as he had two sons in the armed services, and he felt perhaps more strongly than most, the responsibility of providing our vital transportation service. The jaunty angle of Scott's ever-present cigar is indicative of his good-



humored approach to the many problems that beset him. He's always ready for a joke, and he does not take out his vexations on those who work with him. After 33 years of serving the Railway, he is undoubtedly looking forward to the day when he can shed all the grief and responsibility of his office and have time for a little fishing and pinochle, but until that day comes, he'll keep plugging away at his all-important duties.

GENEVA DIVISION:

McDevitt's careful Motormen chalked up another grand record in accident prevention for March, topping all the electric divisions for the second straight month...SYLVIA "TOOSY" JOHNSON, one of Geneva's "IT" girls, took a day off to secure nylon hose but received only bruises during the encounter...LUCILLE JONES and TILOTHA OLIVER were handsomely rewarded for the return of lost property by two appreciative patrons... Allen's Alley has its Senator Claghorn, but Geneva has its Senator MILLING, whose hobby is soft ball umpiring and crooning on the side; Elmer has been well tutored by none other than his old pal, Bing Crosby. ...Did you know that Geneva is the only Division where a "J" car can be found six days a week other than at Potrero? Take a bow, Motorman J. CARR!...Real Estate may be scarcer than hens' teeth to some people, but not to Dispatcher BILL BALDAUF, who knows all the angles in buying, trading and exchanging...WILLIE BERNARDT is now recuperating from a series of minor operations; the boys and girls miss you, Willie; hurry back!...Sunday morning is symphony time around Geneva Gilley room. Those of you who appreciate good music and talent should come around and listen to SETH THOMPSON and LIONEL MCCANN making real music...FRANK WALTER, Geneva's grand old Motorman, has retired from active duty with flying colors. Frank held the number one place in seniority over all other employees of our railway. Born in 1868, he has maintained a continuous service from 1904 through April 15, 1946. The boys and girls of Geneva Division wish you good health and good luck with much happiness in your retiring years...EDDIE WILLIAMS is in Ward 1, S.F. Hospital, with a broken hip and would appreciate seeing all his friends who can find time to pay him a visit.

THREE CHEERS FOR TRAINING STAFF:

Our Training Department deserves a vote of appreciation for the fine work they are doing in instructing our new platform men. Many of the instructors are working split shifts and long hours to provide the necessary coverage for new operators. As a large percentage of accidents occurs among employees whose length of service has been short, it is of great importance that these men receive the proper follow-up training. Chief Instructor Ray Hayton has recently announced that four men have been returned to follow-up work. They are John Costello, Francis Carroll, William Croteau and Martin Hacker. Their addition to the training staff should prove of great value

24TH STREET DIVISION:

We again send greetings to our fellow employees at this division who are at present on the sick list; a speedy recovery to all...A.J. ALLEGRETTI is sure looking fine recently; is it the home cooking, Al? (He just got married, you know)...We are all happy to know that the daughter of Operator JASON GORDON is well on the way to recovery after a serious illness..... Operator ED HIGGINS sure hurries home when he gets relieved; what's the matter, Ed, don't you like hanging around the gilley room?...Who said JERRY GONSALVES quit the job? Jerry took two weeks vacation in the country to learn how to milk those cows on the home ranch...Operator OSCAR REYNOLDS says that the safest place on the street is on one of our motor coaches; Oscar is just recovering after having been struck down by an auto while in the safety zone...BILL ATTEBERRY says that he wants to keep his hat on at least some of the time to keep his hair from getting all messed up...Our fare box checker, WALTER LUSK, says, take a second look at that fare box reading and be sure it is correct and this will make it easier all around, making everyone happy...ATTENTION ALL OPERATORS: Your wife or best girl friend is interested in your safety record; she wants to be your wife and not your widow. Let's show the other fellow that YOU know and think SAFETY FIRST.

AMERICAN LEGION NEWS:

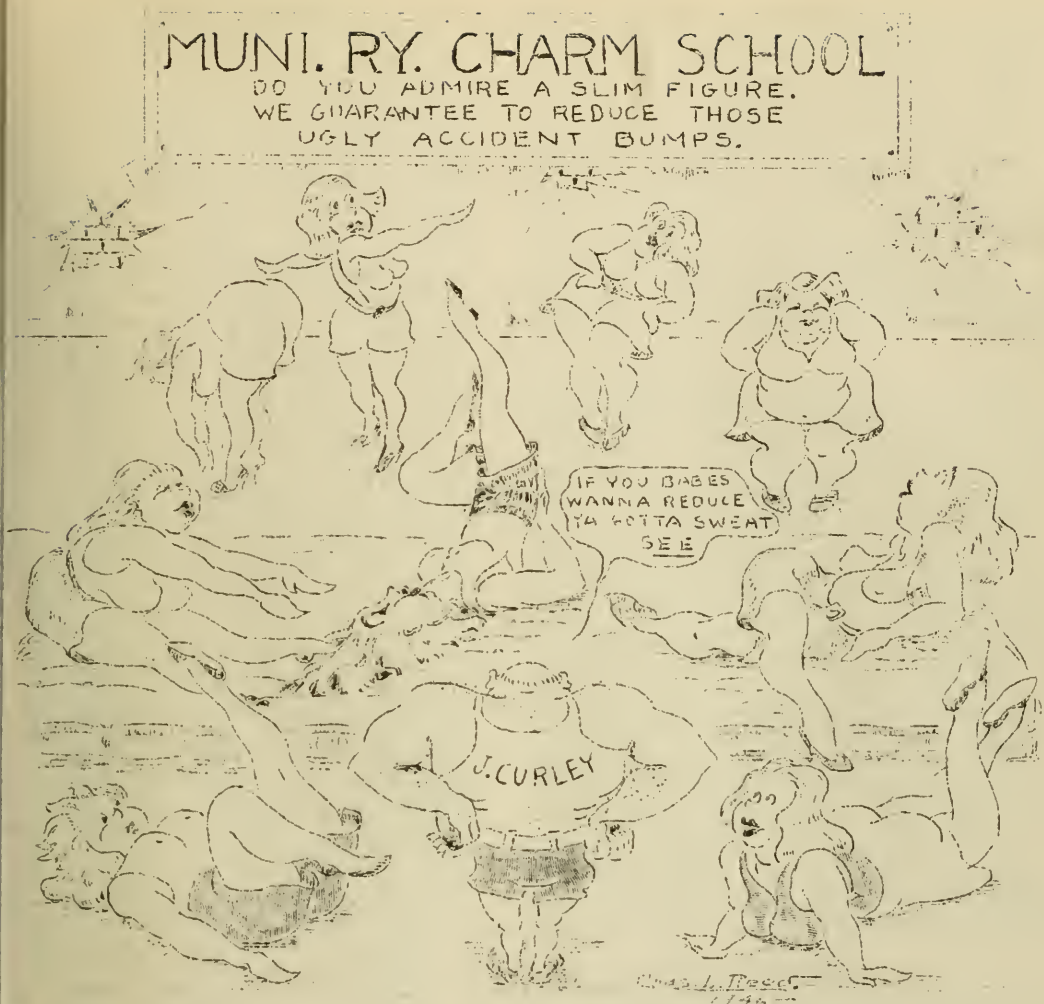
Timekeeper Merlin Henry is again beginning to think of things other than getting the Railway employees paid on time. A past Commander of Municipal Post #429 of the American Legion, he states that that organization is scheduling many activities of interest to the younger veterans, particularly a bowling league for the fall, rifle and pistol teams on an all-year schedule, and a soft ball league. Plans are about complete for their new club house on Lake Merced which will have facilities for skeet shooting, rifle shooting, horse shoes, rowing, fishing, archery, as well as pits for preparing tasty barbecues. Post 429 is made up entirely of City employees thereby bringing together servicemen who have a twofold prospective - veterans welfare in general, as well as their own economic future.

MCALLISTER DIVISION:

We hear Conductor BOB FIELDS is building an air strip in front of his steps. Happy Landings, Bob! You will have to watch those low ceilings when you come in around the Bay area...BILL DUFFIN uses atomic energy climbing his steps...We hear Motorman F. DANIELS has a new jet propelled job; he got gassed up the other day and his Conductor expects him to take off any day now. Be careful where you land, Floyd!..... Conductor L.D. LARISON is the proud father of a new baby girl...Conductor R.C. KELLER is now a married man. All of our Motormen are asking our Division Superintendent, RALPH STRAWN, why he didn't stop when he saw that machine coming. Better luck next time, Mr. Strawn!...Motorman F. POLIDORI has a new racket - on his day off he goes to the races, looks for people who throw their tickets away and then cashes them in. ...Conductor R. FIELDS and his wife are spending their vacation in Los Angeles...Conductor H. LYONS is having a wonderful vacation in L.A. too.

CENTRAL CONTROL TOWER:

A stranger turned up at Central Control Tower recently and had everyone guessing. JACK (Spendthrift) SALVATO had shaved his mustache..... EDDIE (Side-Bet) OAKES, our amateur photographer, has been keeping in practice by taking pictures of different groups of Inspectors - very nice pictures too...FRANK BEI is in St. Mary's Hospital recuperating from an operation. Everyone wishes him a speedy recovery...KENNETH WHITE is back on the job after a siege of several weeks illness...KEN SCOTT is at home recuperating from his accident and should be back with us in a short time...Inspectors CECIL DUBOSE, ALLAN MURPHY, and EARL MORRIS are at present enjoying their well-earned vacations...Sr. Inspector H.G. WILSON spends all his spare time polishing his new 1946 Ford, and with his handkerchief, too. Boy, is he ritzy!...FRANK FIELDS, the Mayor of the Ferry Loop, is getting Spring Fever; his conversation is all about the Russian River and a new Chrysler...We would like to again ask all Inspectors to help us by forwarding any items of interest so we may use them in this column.



Haight	24%	decrease
Geneva	16%	"
Sutro	12%	"
Fillmore	10%	"
Geary	9%	"
Potrero	0%	"
Utah	1%	increase
McAllister	1%	"
Wash.Mason	11%	"

Anxiously pruning down those unsightly accident bulges in an effort to achieve more pleasing figures, five divisions showed improvement during the month of April. Haight went on a strenuous reducing campaign and managed to lose a record 24% surplus poundage. If every division concentrates on the instructions of Trainer John E. Curley, they should all soon have those desirable sylphlike contours.

CAR COLLISIONS	1945	1946	
Jan.	82	36	-46
Feb.	58	21	-37
Mar.	43	13	-30
Apr.	35	15	-20
	218	85	-133

Our car collision record for the first four months of 1946 shows a total of 85 as against 218 in the first four months of 1945, a decrease of 61%. This is a remarkable record of improvement, but it's still far from a perfect score. Remember a car collision is almost invariably the result of carelessness. KEEP YOUR SLATE CLEAN BY CONSTANT VIGILANCE.

HAIGHT STREET DIVISION:
It's good to see JOE MONTELEONE back to work after convalescing up in Santa Rosa from a serious operation. He was the one too that sent that crate of apples to the office force. They had plenty of applesauce for a while!...JAMES HARRISON just told us he would be very willing in about six weeks to have a fight with Joe Louis. That's one fight we'd like to see...Motorman MIKE METRO has been off for the past two months with a wrenched back. JOHNNY NOLAN, Shop Foreman, being a good friend of his, told Mike's friends about it. As a result, things began to happen and a nice contribution was sent to him. Orchids to you, Johnny, for your kind efforts. Mike certainly appreciated it!...Have you heard the story about the out-of-town sailor who wandered into Golden Gate Park? When he finally did get out, he asked the first person he met, BOB CODE, if he was still in the State of California. What a time he must have had!...Just for the fun of it, on April 18th we asked a few of the old timers what they were doing here forty years ago. And some of the stories we heard! WALTER DAVIS, Dispatcher, told us he was sitting in the park at Haight and Steiner watching the city burn. And if you are a little puzzled, that was the famous fire and earthquake. TOM BRAGG, Conductor, was helping a friend evacuate his home. He said they packed everything on their backs, just like truck horses. Then he went to work on the electric cars at Oak and Broderick. We would like at this time to quote a little poem by George Sterling:

"If, as some claim, God spanked the town
For being over-frisky,
Why did He burn the churches down
And save Hotaling's whiskey?"

(Hotaling's Place was a whiskey ware house that wasn't touched by the fire!)

SCHOOL FOR SUPERVISORS:
In cooperation with the San Francisco Junior College, Civil Service is currently scheduling training courses in organization, management, supervision and public relations. We understand that plans are afoot whereby all supervisors directing the efforts of others in City employment will be given an opportunity to learn the techniques of better supervision. In past years it was felt that a man was either born with the ability to direct the efforts of others or without it, in which case it could never be acquired. It is now recognized that this ability can be learned just as any other technical subject can be studied and learned. Dr. Lloyd Luckmann of the College will direct the course, which should be of great value and interest.

ELKTON SHOPS:
On Sunday, March 17th, the one and only son of our congenial Sub Foreman Wireman, JOE BORDIN, dropped the title of Bachelor and took that of Benedict. May his married life be a very happy one...We were very pleasantly surprised the other day to receive a visit from ALBERT HAUG, formerly foreman of the Electric Repair Shop, who is now living at Felton and enjoying the life of Riley...The last several weeks the foremen of Elkton Shops and the Car Houses have been attending meetings on a campaign for industrial safety held at Geneva Avenue Auditorium under the supervision of JOHN CURLEY, Director of Accident Prevention. The Foremen are very much interested in this campaign and are sure to benefit a good deal by the same...The U.S. Army is taking over two of our cars to be used to advertise the "New Army Recruiting Service".

WHO'S FOOTING THE BILL?
(The following, taken from the California Feature Service, reflects the thinking of many thoughtful citizens.)
"Biggest mystery of that recall fight against S.F.'s Mayor Roger Lapham (who has turned in a workmanlike job, but irked some of the politicians) is 'Where's the woodpile?' There's more dough in the recall drive than the gentlemen fronting the fight are in the habit of carrying in their pockets. Canny San Franciscans are more interested in who's footing the bill than in the recall itself."

TIMES HAVE CHANGED:
Mother: When I was your age, young lady, a nice girl wouldn't think of holding a man's hand.
Daughter: But, mother, nowadys a nice girl HAS to hold a man's hand.

A COOL HEAD IN AN EMERGENCY:

Miss Ann Burke
Chief Telephone Operator

I wish to express my appreciation and to comment on the splendid work done by telephone operator, Miss Adelina Kiep, when Sr. Power House Operator Henry G. Lamb was burned at 2:06 p.m., Saturday, April 6th.

She quickly got the ambulance, notified the proper men of this department, then immediately got me on the telephone and remained on the phone while I was directing the matter from one local to another.

Very truly yours,

W. T. BIVENS
Superintendent Motive Power

SUTRO DIVISION:

Conductor ROY G. HULMS has spring fever since he returned from his vacation; most of his time was spent picking winners...Motorman NELSON BROWN is working very steady these days; maybe there is a reason; congratulations must be in order...Conductorette IRENE CONNERS has taken a leave to visit her son...Timekeeper JOHN WHITNEY is a busy man these days with school, tennis and all.... VIRGE FURROW is going on vacation but neglected to state where...DENIS MCKENNA has got the Bus Fever and is now awaiting a General Sign-Up...Receiver E.N. BOONE, who is a good promoter, is now in the market for nylons and no doubt he will get them. ...JAMES HEALY is a busy man with the repair of changers and all. What would MARIA PRICE do without the repairman around...Inspector PATRICK MURPHY is no doubt enjoying his vacation as he has not put in an appearance since leaving. PAUL VINSON is filling in for Inspector Murphy and is doing a swell job...Conductorette E.B. JONES gave a buffet luncheon on Easter Sunday at her home and the party was a huge success...Motormen ORVILLE WERMUTH and EDWARD DYSON are the Utility Team; they have been transferring all the cripples to the Geneva Shops...Sutro had two commendations for courtesy recently praising JOSEPH MCGOWAN and IRENE MORANSEE. Thanks to each for these nice letters, and may we have many more like them...Conductors at Sutro are really getting those fares. April 10th was the largest revenue day since the end of gas rationing... MARTIN NICOLAISEN is very quiet about his vacation and has made no mention of his intentions...Has there ever been a time when Dispatcher HARRY FRANKLIN was too busy to smile or vexed to the extent of losing his sweet disposition...Motormen can now find Sutro Depot since the trees along the right-of-way have been cut down...Sutro is proud of its Motorwomen, V. PRICE, D. JONES, J. BAILEY, B. WASHINGTON, R. WILLIAMS, A. JONES, C. CONTEAUX and J. GARBIER, to name just a few "old timers" who have faithfully stuck behind the controls.

TRACKMEN TAKE CIVIL SERVICE EXAM:

The examination for permanent Civil Service positions as J152 Trackman was held recently. Highest score was made by Henry Coffey followed by James Frost and James J. O'Regan. Congratulations to these three men for their excellent showing and to all the others who passed the exam.

FILLMORE DIVISION:

Vacationists are going and coming back in quick order this year, and then one long year to wait, but it's worth waiting for! How well they all looked when returning to work! C.M JOHNSON, R. BARR, S. BATES, M. AVNEY, S. ROTHMAN, M. BUCHNER, M. COCKRELL, W. BLATHASER, G. CANTWELL, E. LAFLER, A. WILLIAMS, E. DUTCHER, L. BULATOFF, and G. MAGNUSON all reported good times while away...Inspector CHARLIE GALLO was presenting cigars in behalf of a grand-daughter who made her appearance in his household! Congratulations from us all, Grandpa Gallo... Many persons in this division are members of Byllisby Post 3000, V.F.W.; anyone wishing to join, just contact Magnuson in the office - also for the American Legion. If you don't like the one, come in the other; they are both good...Fillmore line was cut in two some weeks ago but we still furnish the service with the able help of Shuttle Busses, and the job is being done well by all concerned... Here's hopin EDNA LAFLER, J. STEVENS and EMMA WRIGHT, who have been on our sick list will soon be back with us again...New faces will be seen on all lines due to the new division sign up

EXHAUST FROM THE GARAGE:

In a grueling soft ball contest featured by brilliant pitching, sparkling fielding, and clutch hitting, the Auto Mechanics team "THE OUTLAWS" (Ed.Note: No connection with picture of same name) nosed out the "Old Men's Institute" team comprised of Auto Machinists by the width of a cotter pin. The game was the first in a series of three being played between the 24th Street nut splitters. Rounding third base for the fourth time, Capt. FREDDIE BOEHME of the INSTITUTE was heard exclaiming, "We'll take 'em yet!" According to latest figures from BERT STEVENS' comptometer, the score was 18 to 7. FEYLING of the OUTLAWS sez, "We got tired runnin' the bags." Incidentally, the Garage Shopmen's team is anxious to play representative teams from our Divisions, Departments or Shops. Possibly the brand of ball played will start old Abner Doubleday spinning in his grave, but it's still good fun...We welcome Garagemen ADAMS, ANDERSON, BAILIE, BOREL, BRUNDRETT, DESMOND, FERRIER, FRAZIER, GREGORY, GROVE, LOPEZ, LUCY, MARCELLINI, MCCARTHY, E. MORGAN, P. MORGAN, ODENTHAL, PAUCHON, ROUSE, SAYER, SILVA, and STONE into our service. They were successful contestants in a recent examination and we extend to them our best wishes and congratulations...The co-workers of Auto Mechanic ALEX HERNANDEZ express a sincere wish for his early recovery from an unfortunate injury. ...Our PIERCE WELCH has been too busy getting his house in order to issue statements for publication. Painters have artistically decorated the "Nerve Center" in an agreeable color pattern and it has been streamlined for efficient service. It's alleged that Foreman KRIENS is in complete accord with the revamp job.

GROWING PAINS:

We deeply regret that our limited space forces us to cut down or to leave out entirely many of the excellent reports sent to us. The sheer physical labor of putting out 5000 mimeographed copies of Trolley Topics is such that we cannot contemplate enlarging our paper until such a time as we are able to have it printed. Meanwhile we are piling up a lot of excellent material to be used when space permits. To our fine staff of reporters and to the many persons who have sent in contributions, we extend our sincere thanks for their interest and cooperation. Keep it coming!

MEET RALPH STRAWN:

One of our most popular Division Superintendents, Ralph Strawn keeps things flowing smoothly at two barns, Haight and McAllister. Starting as a Conductor in 1917, he has been successively a Clerk, Dispatcher, Claims Investigator, and assumed his present position in 1943. He served in the Medical Corps of the U.S. Army in World War 1. His face is

almost invariably crinkling into a smile, and he has a dimple in his chin that never quite disappears. His old cronies intimate that in his earlier years, Strawn was a noted patron of the arts and drama, his specialty in the cultural field being the burlesque theatre. His chief hobby at present is wood-carving, and he maintains a quite professional workshop where he turns out some very attractive work.

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GEARY DIVISION:

No Wonder Department: When "SOL" will get his Cadillac? When Inspector JOHN DWYER'S pipe will burn out? If Duke Ormsby's initials mean "Duty Overall"? If A. BENEDICT ever really went "dear hunting"? Where R. FISH learned to write poetry? If MIKE GIBBONS has a watch? How many 1909 pennies ELMER SORENSON really found? (Mail answers to Dispatcher, Geary.) ..."LONGHORN" BENEDICT really comes from Texas, no foolin'!...Glad to see CHARLIE BIRMAN back on the job...Hope KENNY WHITE recovers real soon. A swell guy!...Conductor EDWIN HOLIAN recently announced his engagement. Congratulations!...When Conductor MARTIN MULKEEN appeared at the Leave Department recently to secure a 3-day leave, it was learned that in his 22 years of service he had never before taken a leave, never had an oversleep, and no suspensions. That is a record to be proud of!...EVA BURNS is back on the cars after a long session of collecting. So if she staggers a bit, give the girl a chance to get back her "car legs". The following is dedicated to her:

ODE TO EVA BURNS

She's gone from the corner where she worked so well,
Loading 'em on & treating 'em swell.
Her courtesy extended to young & old,
There on the corner in the wind & cold.
Now that she's gone, let's all shed a tear,
For the front gates stay closed; they load in the rear.

CONDUCTOR WINS PRAISE:

It is the sad lot of the Claims Department that they hear almost nothing but grief! So they were particularly pleased to hear of the friendly feeling created by Conductor John Austin, Washington-Mason, who was involved in a recent accident. The following is an excerpt from a letter written by Donald Mazzoni, General Claims Agent, commending Conductor Austin for his helpfulness. "The manner in which you conducted yourself and the attention and courtesy you extended to your passengers has been called to the attention of this office. We are taking this opportunity to commend you for your conduct; nothing is so greatly appreciated as courtesy and attention by those injured or damaged....Keep up the good work!"

SUPER MOTORMEN:

Geneva Division can well be proud of the fine accident record they are maintaining. Credit should go to the many excellent motormen who through their unceasing watchfulness are helping to keep accidents at a minimum. Particularly to be commended are E. A. Allard, who has not turned in an accident report since June 10, 1944; D. PALWOS since October 9, 1944; and JOHN DUSDALL since October 12, 1944. We would like to give credit to motormen throughout the Railway who have achieved unusually good records, and will list them by divisions in future issues. If every motorman uses all possible precautions to avoid accidents, we should soon have a long list of "Supermen" in Trolley Topics.

WHAT, NO NEWS?

We mourn the absence of Potrero and Washington-Mason from our columns this month - don't know if it's because there was nothing happening, or if there was so much going on that no one had time to write. Hope you'll be with us next month!

BOWLERS ATTENTION!

The City and County employees' bowling league will get under way again in the late summer, according to Jim Duffy, Sr. Bookkeeper, who is the Railway representative in the league. He states that, to date, sufficient men have signed up to field three teams. Anyone interested in this exhilarating sport, contact Jim at Geary Street. Inexperience means nothing as the tournament will be on a handicap basis.

BATTER UP!

Our Geary office baseball team is drawing considerable attention from major league scouts since they won their first game against the fighting City Engineers with a score of 8 to 4. Pitcher Remo DeLuca won great acclaim from the rooting section with his bewildering assortment of curves, spit-balls, smoke-balls, etc. He was ably assisted by Catcher Ernest Cordini, 1b Frank Luttringer, 2b Ray Farrell, ss Jim Pagee, 3b Herman Warnoke, rf Mike Merdich, cf Angelo Landi, lf Earl King, Dennis Devine, Lloyd Imoldi and Boyd Morrison. Sparking his team on to victory was Manager Merlin Henry. The Engineers' team, managed by Wes McKee, consisted of 2b Lauenstein, ss Hayes, ss Takahaishi, cf Geraghty, lf Philpot, 3b Galli, c Monti, 1b Coleman, rf Ferraris, rf Owens, c Wadsworth, P Duckel, p Shiraishi, and First Aid Man Leo Glick. Lou McAtee of the Utilities Bureau of Engineering umpired behind the plate, and C. H. Stern was the base umpire.

OFFICE GOSSIP:

They tell us that PAUL FRASHER has a new Easter outfit, including an "ice cream cone" hat...Bye the bye, speaking of chapeaus, we hear that JOHN BARRY in the Schedule Department is an accomplished haberdasher in his spare time. Why not patronize a fellow-employee?...ESTHER BROUILLE of the Leave Department won first prize in an Easter hat parade contest with a concoction of a cartwheel, a miniature cable car, and streamers made of transfers. Very becoming it was too, and not much more startling than most women's hats. BILL WIELAND, Instructor, made the small-scale cable car and has since designed two "Toonerville Trolleys" complete with fare boxes, air handle, controller and hand brake that really work. Cutest things you ever saw!...Ask ANN BURKE to whom she was waving her handkerchief so frantically out the office window on April Fools Day...You'd think LAURA BYERS got the ring herself, she's that excited about her daughter's engagement!...Who is the young lady at Geary whose husband received so many traffic tags that when the policeman came to his home, he sold him his car in desperation! ...Instructor TOMMY MILLER is off to the races--he's taking in the Kentucky Derby in Louisville on his vacation...All excited about picnic plans is J.D. BROGAN, who says he's taking a new girl this time!...JOAN SADOWSKI, darling of the Training Department, has a new white jersey swimming suit which allows for a maximum of suntan...REMO DELUCA would like to know what kind of cigars the boys prefer to smoke come next November; ditto JIM PAGEE, November; and DAN GALVIN in August. These boys are all timekeepers in Room 9. (The gals will have Shaw's special.)...HOMER HOPKINS is making more than one person happy by loaning his copy of Esquire each month. And it isn't limited to the men either!...JOAN GAMILL is now working in the Gen. Supt's office and the girl who took Joan's place is none other than EARLE RAMBO daughter, ELAINE...Best wishes for speedy recoveries are extended to ISABELLE MASSING, ALVINA GIANESCHI, MARIE TILLEY, BEULAH MOYLE, MARGARET SMITH and ISABELLE ANDERSON who are off on sick leave...We are happy to again have with us KENNY LONG, JAMES KAVANAUGH and WILL MINAKER who have returned from Military Leave...DICK GRIFFIN, who spouts off those accident statistics so readily, calls attention to the fact that the new addition to the Accident Prevention Department, DUKE WORMUTH, is both handsome and single!

OUR SISTER UTILITIES:

After taking life easy for several weeks, EDITH CARROLL has returned to work at the Water Department...MARGIE HAVNER, one-time "Sweetheart of Geneva", has transferred to the Accident Prevention Bureau at 425 Mason. ...ADA SWEENEY of the Water Department visited her sister in Sacramento for a week around Easter time...VAN ANDERSON, the elevator operator at Mason Street, is reputed to be almost as great a heartbreaker as that other Van of movie fame...Everybody misses ETHEL CULLEN's gay laugh when she was away from her desk for a couple of days...That pleasant voice at the switchboard in the Utilities General Offices belongs to CORNELIA KELLY, on loan from the Water Department... ADA BUTLER, who's afraid to be out a night, broke a record recently when she stayed out clear till midnight!

TROLLEY S.F. MUNICIPAL RAILWAY TOPICS

Vol. 1, No. 5 June 1946

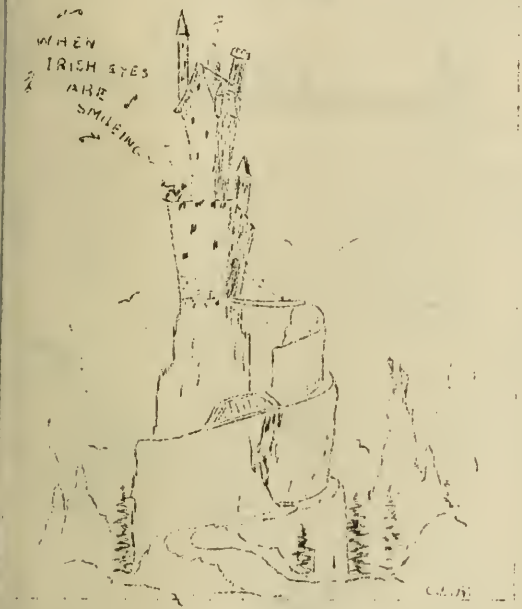
"COURTESY CLUB":

"I wish to express appreciation for the thoughtfulness and honesty shown by one of your employees, the gentleman who operates the elevator in the evenings at the Forest Hill Tunnel and who was on duty the evening of March 21st at 7:00 o'clock. He delivered my billfold which I had lost a few minutes before. I am a veteran's wife and the sum of money it contained meant a whole lot to us." This letter refers to Maurice Connell and is only one of the many letters received praising our employees. We would like to quote more of them as they show clearly how greatly your attitude influences the public's opinion of the Railway as a whole. However space will not permit more than the listing of the names of those who received commendations. They are: Priscilla Simmons, Geary; Loris Ratti, Geary; Chris Ward, Geary; M. Samansky, McAllister; Charles Gassaway, Geary; Edward Carlton, Potrero; Peter Nerio, Haight; Richard E. Adams, Potrero; Henry Jahnsen, Utah; Joseph McGowan, Sutro; Joseph Monteleone, Utah; L.C. Searles, Utah; Mamie A. Edgar, Fillmore; L. C. Cristiani, Geary; Henry J. Alexander, Potrero; Irene Moransee, Sutro; William E. Butler, Potrero; John Bateman, McAllister; O. H. Cook, Geneva; G. Rowan, McAllister; A. Nunes, Haight; O. W. Borden, Utah; Ross Pacheco, Utah; Dennis McCarthy, Potrero; Ruth Logasa, Fillmore; A. F. Tilton, Utah; and W. Maginnis, McAllister. Welcome to the "Courtesy Club"!

THE PUBLIC APPRECIATES THESE LITTLE ACTS OF COURTESY

EET TOM COX:

ith a gift for blarney that is part f his natural Irish charm, Tom Cox, eary Division Superintendent, ac- uires friends wherever he goes. He as had longer service with the unicipal Railway than any other em- loyee, a fact of which he is mighty roud. Tom was born in Castlepollard, est Meath, Ireland, and came to



America in 1905. After some preli- minary starts which included farming in Canada and a short and disastrous career as a gold-prospector, he found his true niche in railroading. Originally with the California Cable Company, he came to work with the Municipal Railway when it was orga- nized on December 24, 1912, as an Inspector. In 1915 he was promoted to Day Dispatcher and in 1924 was made Assistant Superintendent. He has been Division Superintendent at Geary since 1932. Cox is married and has one daughter, who is a graduate of the University of Cali- fornia. The Cox home is a replica of a stone castle and is one of the show places of the countryside. On the gate is a bronze plaque commemo- rating his birthplace. Tom spends a great deal of time in the garden and plans to build a barbecue pit and a lath house for his flowers. It is the dream of his life to visit Ireland when he retires and see his father, who is still living.

JOB SECURITY:

If you are an L.T. employee and are worried about the possibility of being "bumped" by the newly quali- fied permanent Civil Service em- ployees, the following figures may be of interest. The lists of those eligible for permanent platform po- sitions show that 358 passed the examination for motorman and 307 for conductor. A large percentage of these passed on both lists and natu- rally will be able to accept only one position, so we actually have between 400 and 450 who are eligible for permanent positions. Of this number again, about half are already in our employ as limited tenures and that leaves a remainder of around 200. It has been ascertained that at least 85 of these are waiving, and we have a final balance of appro- ximately 115 who may or may not ac- cept the positions for which they have qualified. With close to 300 platform jobs waiting to be filled plus 1399 L.T. positions to be occu- pied by Permanents when they are available, this list will scarcely start to fill the vacancies already existing, and certainly will not "bump" any of our present limited tenure personnel. If you are con- centrating on doing the best job you possibly can as an L.T., you need feel no qualms about the security of your job and you'll be absorbing enough knowledge to pass one of the future examinations to secure your permanent Civil Service rating.

THERE'S BEEN SOME CHANGES MADE:

Wes Mason, who became our newest Division Superintendent in February when he adopted Sutro, now has an addition to the family in Washington- Mason. This will give George Lewis a little more time to devote to the ever growing responsibilities of the Automotive Division at 24th and Utah Potrero and 24th Street have also acquired new faces in the Dispatchers office with Eddie Arata now acting as Chief Dispatcher at the Garage and J.C. Bittles taking Eddie's place at Potrero. Congratulations to all of you on your new jobs and best wishes for success!

HOW TRUE: The most valuable expe- rience any man can have is to be proved, every so often, to be tho- roughly wrong about something.

SAND TRAP TOURNAMENT

Potrero	10%	decrease
Geneva	1%	increase
Fillmore	4%	"
Utah	6%	"
McAllister	8%	"
Wash.Mason	11%	"
Geary	17%	"
Sutro	21%	"
Haight	24%	"

With the exception of "Hole-In-One" Potrero, our golfers all got into trouble last month with accident scores all above those established during the month of April. After the championship calibre they have been showing during the first four months of the year, it was a sorry sight to see them fumbling from sandtrap into water trap and into all sorts of difficulties. The overall score showed a 6% increase over April. However, it was noted that their form had improved over what it was last year at this time, with Geary, Fillmore, Haight, Potrero and Geneva showing improvement over May 1944. The overall score was 5% better than it was for the same month last year. All Divisions are making an earnest effort to cut down on accidents and "coats are off" to make better than par during the month of June.

EARY DIVISION:
Best wishes for a speedy recovery go to Conductors JOHN McDONAGH and GEORGE BUNNER...The new Signup is going along smoothly due to the efficient handling of SILVIO CHIOSSO. Some men will leave; some will arrive; to the latter we extend a welcome; to the former we bid "Bon Voyage"...It is rumored that Inspector KEN WHITE has been promoted to the Claims Department. The "B" and "C" line sharpos are gonna miss ya, Kenny. Good luck to a swell guy!... We Wonder Department: What "FAT" WARD would do on the "E" line if his gong ever stuck?...Why "MARY" on the "F" line excercises at the end of the line?...What PHIL WEINBERG, Inspector, is going to do with his "psychos" on the F'oo line?...What "Side Pocket" was thinking about when he sold those token tickets three for a quarter. Observations of a Motorman on the "F" Line:

Oh! Butter, golden Butter
One million pounds I'd love to steal
Of that golden grease we never come
To want with every meal.

All day long they stand in line,
They laugh, they talk, they mutter,
They don't care, come rain or shine,
They just want their butter.

Some bring books & some bring sewing
While others just stand and gawk.
And all the while the butter's going
And when it's gone they sure do squawk.

But there'll come a day, this will end;
The sidewalks no longer they will clutter
And then you'll hear them say, my friend,
To think, I once lined up for buttr!
--R. Fish

HOW ARE YOUR REFLEXES?
Do you have the physical and mental qualifications to be a safe employee? That is what our Accident Prevention Bureau under the direction of John E. Curley is trying to determine in a series of tests to check perimeter vision, manual dexterity, reaction time, etc. These tests, similar to those developed by the Air Corps for selecting pilots, are being given to 143 motormen in an initial experiment to show how their scores compare with their accident records. If these findings prove to be a valid prediction of what the motorman's safety record will be, all new employees will be required to pass the tests before being accepted for training. This part of a large scale program to reduce accidents, of which we had over 16,000 last year. Richard J. Griffin has been granted leave from the Railway to become instructor for the San Francisco Unified School District directing work in the laboratory at 24th and Utah. All of the information acquired will be used as a basis for future instruction in accident prevention, and special training will be given to those who require help in overcoming physical handicaps.

NEW CIVIL SERVICE ASSN. OFFICERS:
The Civil Service Association has elected the following officers to serve during the coming year: President, Harry Pachtner, Municipal Railway; Vice-President, Ernest Orognon, Bureau of Engineering; Recording Secretary, Ivan Flamm, Public Works; Financial Secretary, Harry Downey, Tax Collector 's Office; Treasurer, Ruth Kisport, Public Welfare; Trustee, Ray Grier, Public Works; Trustee, George Watson, Municipal Railway.

HAIGHT STREET DIVISION:
FRED WILCOX is back on the job again collecting at 18th & Mission after being on the sick list a couple of weeks...Motorman A.J. RYAN is back at Haight Street after a fling at a couple of other jobs...Motormen A.J. DROUIN and GEORGE "Gong Pin" FORDTRAN, Operator "JIM" WILSON, and Conductors J. ORNER and STANLEY KRUCZYNSKI, and Conductorettes M. DIXON and K. CAHEE are all looking forward to that two weeks vacation. Have a good time boys and girls!... GLEN "Humpy" ROBERTS has been acting Receiver while MAYBELLE PAETZEL has been spending her vacation at home and visiting her sister in Dunsmuir (??)...ROBERT SNAPP has been handling the Token Ticket sales, and has been having quite a time... CHARLIE LASATER, our relief dispatcher, is on his vacation...JIMMY NEUBERT is spending part of his vacation in Lake County.

THEY KNEW THE ANSWERS:

The lists of those who passed the platform examinations held in March have been posted, and our bright boys whose names appear are sighing with relief. Particular congratulations go to mental wizards Roland J. Oestrich and Martin E. Nicolaisen who passed first and second on the

Motorman's list and also were in the first three on the Conductor's list. These men both hold limited tenure positions with the Railway; Oestrich is a Shop Mechanic at Geary and Nicolaisen is a Motorman at Sutro. Also to be congratulated is John J. Simpson, not at present in our employ, who passed first on the Conductor's list.

GENEVA DIVISION:

Conductor FORDYCE ANDERSON comes to work every morning boasting of the mammoth tomatoes growing in his garden...FRANK "Swoonatra" DITORO seems to enjoy having his picture taken with some of our fairer sex... AL BURIANI has just joined the Lonely Hearts Club. Cheer up, Al; Motorman JOHN CAMPION has offered to loan you his parrot...JOHN GONSALVES has just returned from an extensive business trip which was spent in Honolulu, and SOL WILLIAMS took up that certain business where John left off; Sol claims he's taking a few grass skirts back to get them filled... JIM HATZIS wants plenty of overtime these days. Jim says it's like having two wives since the recent arrival of his sister-in-law from Greece...JOHN GENTILE celebrated his Silver Wedding Anniversary with a bang-up party...CLARENCE HOLT claims he spent his vacation with a brisk walk from Fleishhacker Pool to the Cliff House every day which included a dip in the surf every morning... WILLIE NAUGHTON looks mighty sharp in his new uniform and hat...GLEN HORD made a flying trip to his native Oregon, just to dampen his toes...ANNA MAE COLLINGS is back to work after a long sickness. The boys and girls are elated to have you back, Anna...Congratulations are in order to the following employees who passed the recent platform examination: H.P. NELSON, H.T. MAYNARD, J.W. CARTER, W.E. JESTER, G.E. HORD, O.E. HARDER, J.J. REGAN, D. PANESI, E. HILDRETH, R. ALHOLM, J. McGRAW, P.J. ZABOUKAS, J.N. GENTILE, G.T. LYDEARD, A.D. HARRIS, R.W. LYDEARD, W.O. BROWN, T.R. JEMISON, G. KLEIN, P.J. COCKREIL, E.S. FOZ, C. J. TREAT, and L.L. POINTER.

WASHINGTON-MASON DIVISION:

LEO DAHL is on the sick list; hope to see you back on the job soon, Leo. ...Gripmen HARRY BISHOP, GUST FADIS, GEORGE BOTHMAN, SAM BLOCK, TOM HUTCHINGS, EARL HUGH, JOE SILVA, and GUST DALES are all old timers and doing a swell job...Our new Gripmen also deserve a pat on the back; keep it up boys and show the other Divisions that we can operate as safely as they can...GEORGE BOTHMAN is back from his vacation and says it is good to be back...That tall dark and handsome man who was seen changing a grip at Sutter & Powell was none other than our always on-the-job GEORGE LEWIS. He still can show the boys how it's done...ESTHER BORGANS, pinch-hitting for our tower men on their day off, says she carries her radio along because it is a little company...MARY BALL, complaining of a sore throat, says she gets it from drinking out of damp glasses!...ORA WILLIAMS is always on the job; keep up the good work, Ora...AL PUCHEU was asked if he had a nice time on his vacation. He said, "Yes, if you call painting a house a nice time." Lucky to have a house nowadays, Al!

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SUPER MOTORMEN:
Haight Street Division is usually in the upper brackets on the lists showing car miles operated per accident. For this proud showing they may thank the well-trained and conscientious motormen who operate the cars and trolley coaches. Particularly to be commended are the following men who have had no chargeable accidents for the past five years: William F. Clark, Joseph Navarra, John J. Hutchinson, Peter Seegos, and John J. Stihl. Records such as these are the result of careful attention to duty and deserve the highest acclaim. Next month the "Supermen" from another division will be listed.

IF YOU'RE INTERESTED IN PROMOTIONS:
Classes to prepare platform men for the future Inspectors' examination are now under way at the Adult and Vocational Education School at 1663 Mission Street. Under the direction of Bill Ratto, about 70 men are studying such pertinent subjects as rules and regulations, traffic laws, knowledge of the city, and emergency repairs. There is still room in the Thursday afternoon class for a few more men. First come, first served!

SUTRO DIVISION:
Motorman JOHN DECKER has been doing a good job handling the sign-up at this division, and even postponed his vacation one week to give us a hand...Little FANNIE POPE has an apology coming inasmuch as we neglected to mention her name along with our female operators who so gallantly stuck behind the controls during the emergency. She is one of Sutro's Aces...ETHRIDGE BOONE, Official Day Receiver, claims the money machine he operates is noisy; no wonder he goes home with a headache occasionally. Could it be the machine?...Evening Dispatcher A. J. STRELESKY has returned from his special duty job on Token Tickets which many thought was a gold-bricking job. Al claims it was no snap--too much territory to cover and too many odd hours...Our sympathy is extended to Dispatcher ELMER R. MAPLES, who fell and was injured while off duty. We all wish him a speedy recovery...The "Chief", LOUIS TRUJILLO, out on a grand wedding for his daughter, Rose, one of twin girls of whom Louis is very proud. Congratulations from the boys of Sutro Division!...MARIE PRICE works a night run, but some of the Operating Personnel are not aware of the fact. Why do they call her before breakfast with their petty grievances?...Lord Boswell also ran, and many of the boys would be much further ahead if he hadn't run at all. Some people get fooled some of the time, but we know fellows who were fooled three times in a row!

24TH STREET DIVISION:
Welcome back to GEORGE A. BARKER and RAYMOND A. BLANQUIE who have recently returned from military leave...Our gilley room is sporting a new improvement in a "Money Make-Up" table. This is an experiment in bettering working conditions that is really paying off in increased accuracy and efficiency...BILL McDEVITT, the cinema king, invites anyone who's interested to see the new movie on safety which is presented on Tuesdays and Fridays for the benefit of new personnel...This Division celebrated a NO ACCIDENT day on June 3rd. Let's try for more zero days in the future. ...Our Training Department is plenty busy with the men coming to us from the general sign-up as well as the usual new employees.

CIVIL SERVICE UP IN AIR!!!
Zooming through the air in a luxuriously appointed airliner is quite a change from the turmoil of City Hall, according to five Civil Service representatives who were guests of TWA on a recent courtesy flight of the newest Constellation, "Star of San Francisco". Passengers Babette Goldsmith, Matt Brady, Joseph Quinn, Guy Hayler and Otto Sues were soon sold on the comforts of air travel. However the first few lurches of the plane when it sank in air pockets brought gasps of dismay from those to whom it was a new experience; some even contemplated getting out and walking! According to Harold Messersmith of the Airport, who kindly arranged for these groundlings to make the hop, this is the largest passenger plane in the air today (56 passengers).

EXHAUST FROM THE GARAGE:

The Garage varsity soft-ball team, resplendent in new blue and gold uniforms, inaugurated their City Department League play by losing. BERT STEVENS, manager of the 24th Street "Tigers", fielded a previously unbeaten team against a competent nine from the Juvenile Court Department. With the league opening game out of their system, we feel certain they'll shake the slump and knock the rest over in stride. We wish them Luck. Schedules have been posted, games are interesting, and your attendance is recommended..... HENRY JAMES of the Garage Parts Dept. has moved into his new home. He is making arrangements for a super colossal lawn party, and his guest list contains the names of such virile people with sharp shovels as can make the dirt fly and get it planted...LARRY WOLLANGK, our genial storekeeper, passed out cigars on May 7th. We wish young Paul Dolphin a hearty welcome and extend congratulations to Larry and his Ruth. It's fortunate the young sprout did not smell the stogies...Our sincerest wish for continued happiness is extended to Barbara King who became Mrs. Vujovich on May 4th in nuptials almost as beautiful as the bride...PIERCE WELCH sez, "Don't hold your breath until those new Coaches come, cuz theys a new strike on in Cleveland."

BRING ON THE WRECKER:

Cop: What's the idea of speeding like that?

Bus Operator: Well, the brakes don't work so I'm hurrying back to the Garage before I have an accident.

WILLIAM D. CHAMBERLIN RETIRES:

For 43 years Bill Chamberlin has been facing the varying problems of keeping San Francisco's track and roadways in operating condition. Starting with the United Railroads in 1903, Bill was shortly to be confronted with the chaos caused by the earthquake of 1906. This was only the first hurdle in a long series of building and reconstruction problems. Bill designed and built over 200 miles of street car tracks and achieved some remarkable records in the speed and efficiency of construction. He retired on May 15th.

MEET OLE OLSEN:

Axel O. Olsen, Manager and Chief Engineer of the Hetch Hetchy System, has always had a yen to see what was on the other side of the mountain, and that curiosity has taken him into a wide variety of fields beside that of his profession of electrical engineer. A native of Sweden, part of his education was received in Finland and as a youth he saw much of the

world. Intent on seeing the Orient, he was on his way through California when he was caught in the lure of climate-scenery-opportunity, and later awoke to the fact that one of his wandering feet had taken root in California soil, and he had acquired a most charming wife. Ole is of a hearty, generous nature, with an insatiable curiosity as to what makes things tick. His versatility encompasses music, art, writing, photography, sound recording, hiking, gardening, etc. He likes people and consequently people like him. The three young Olsons seem to have inherited their father's versatility: Betty is about to graduate from UC as a chemist; Eleanor is majoring in architecture; and Bob (just out of a Navy Ensign's blues) is entering college in the fall. A thirst for learning is never quenched, and Ole still continues to study, both through reading and taking courses, carries on research, etc. His idea of a perfect week end is still to see what's on the other side of the next peak.

OTRERO DIVISION:

t's June and romance is in the air. sk MARY ALMA TROTTER, Motorette, and OBERT N. CAMPBELL, Conductor, who ere married on June 9th...JAMES EILLY, Conductor, has been granted eave to make a trip to Ireland; he's eaving June 20th and will be gone bout four months...We're all glad to ee the following men who have re-urned recently from military leave: RISTIDE MANELLO, JOHN SCANLON, USSEL SPRCHMAN, EUGENE J. O'CONNOR, AMES C. McHUGH and WILLIAM LUPESCU. ..We have a budding poet in our idst, "Pop" Edmonds, who submits he following mournful ballad:

"Oh Woe Is Us"

h for the life of a streetcar man! iving the public a lift, nswering questions from morn 'till night s he works his usual shift! alling streets and stopping the car eing polite when he'd rather mope t's hard enough when you're starting out nd worse when you know the ropes! t's a sad sad tale from morn 'till night nd you wish your shift was brief; ou rant and rave, but just be brave ou'll soon get your longed-for relief.

cALLISTER DIVISION:

ILMA TIGHE has been on her vacation or the last two weeks, and we hope he was able to be in the country ith the warm sunshine. Some reports re that she was seen in the Flood Building almost every day...EARL ASTILLO says that "Crime does not ay." He reports that a certain con-uctor was seen on his knees for nine blocks. Passengers thought he was saying his prayers. He later told the truth and admitted he was trying to get a nickel out of the stool socket...If any of the boys like hash, see SMOKY MOSS. Someone re-ported he can give two helpings for the price of one...C. DOLNSETH is back with us after spending 3 years and 7 months in Uncle Sam's Navy... It was reported that Conductor FRANK FOPPIANO left his dimes on a No. 31 line car, and to show he was not Scotch, he left quite a tip for the Conductor who turned them into the office. Where did you find the Buffalo, Foppiano?...The General Sign-Up is taking up most of the office employees' time. They are as busy as can be with the new token card sales and the sign-up really put them on the spot. Several of the old timers are going to try another Division. We wish them luck. Motorman FLOYD DANIELS claims that he did throw his pipe away. It is very bad to smoke cigars, Floyd, when on Fulton Street.

J. H. HARWOOD RETIRES:

Julian H. Harwood, veteran employee of the city, retired on May 16th, 30 years to the day after he entered the service of the Hetch Hetchy Watr Supply. Hetch Hetchy was a name to be conjured with in those days--the papers and local politics were filled with stories of the tremendous water project which the City of San Francisco was constructing. In 1937 he came to San Francisco to work on the City share of the 1939 Exposition on Treasure Island, where he served as construction engineer. Later with the Municipal Railway, he worked on the maintenance and reconstruction of tracks. Mr. and Mrs. Harwood plan a 6-month trip, first to the East and then to Panama where a daughter lives.

ILKTON SHOPS:

JAMES T. [illegible]ENRY, who entered the service of the Market Street Railway Company on July 30, 1918, resigned on account of his age and ill health on April 30th. He had reached the ripe old age of 80 and over, and we all think he is entitled to a little time to play...Those on vacation during the month of May were J. Stacker, H. Kosler, C. Blakeley, S. Gambuzzi and E. Lewin...RUSSEL MONROE, the new addition to our office staff, served four years in the Army, part of it in England.

RETIREMENTS:

Motorman John W. Wall of Potrero was retired for disability on April 8th. He entered service in 1925. Inspector Albert C. Johnson, who joined the Railway in 1915, was retired on April 16th. Motorman Jay Williams of Sutro, who started back in 1909, left us on April 22nd. Conductor Charles Taylor, Geneva, retired on April 1st. He started in 1920. Good luck to you all!

OUR SISTER UTILITIES:

Those proud papas, JACK WALSH and MYRON TATARIAN of the Water Department Engineers, are pretty tickled with their new daughters...WALLY BALZER of the Bureau of Light Heat and Power is known as the Italian farmer from Valley Mar...JOHNNY LENZ is a talented boy; he has written articles for sport magazines, passed the bar examination, and even claims to have shot a moose when he was stationed in the Canadian area...We understand ISABEL BARNARD has been blackmailing BILL MITCHELL, Nelson Eckart's eminent chauffeur...Did you know that CARL LAUENSTEIN, the renowned golfer, has a brother in the Engineers' office at City Hall? ...ELVEN WHELPLEY refuses to divulge the identity of the mystery lady who brought those cakes so the whole office could celebrate his birthday. ...MIKE DOOLIN, Manager of the Airport, recently returned from a trip to Washington D.C., New York and other cities where he conferred with aviation officials in connection with the development of the San Francisco Airport. Shortly after his return he received a nice "bouquet" from the Bay Area Aviation Committee in the form of a resolution commending him for the primary part he has played in the development of our airport in terms of prestige, commerce, industry and employment, and expressing appreciation for "the truly magnificent contribution he has made to the development of aviation in this area."

OFFICE GOSSIP:

First straw hat of the season--our genial boss, BILL SCOTT. Runnerup--DAN BROGAN, Supervisor of Schedules! ...Wedding bells are certainly pealing for the Geary office. FRANK LUTTRINGER is now honeymooning at Lake Tahoe with the former Laura Perini. ELAINE RAMBO became the bride of Alexander Gordon of Uncle Sam's Navy at a charming candlelight ceremony...VIRGINIA SUMMERVILLE, formerly of the Manager's office, gave her heart and hand to Robert Stone at a beautiful "all-white" wedding...Vacation days are here again. LEILA McCALEB has just returned from a visit with her mother in Chicago and also stopped off in Phoenix, Arizona, to see her son... KAY HAGEN is again with us after visiting Grand Canyon, Boulder Dam, etc. on her return from Nebraska where she visited her husband's parents...All the girls are making eyes at JACK WEHREN since they discovered he not only knows where to get steaks but can barbecue them to perfection as well...ANGELO LANDI is a real martyr; he has been in Mt. Zion Hospital for several weeks with a severe ankle injury sustained while playing baseball for the honor of the Railway... Since she got that big sparkler on her third finger, CONNIE DALY has become pronouncedly left-handed; the situation wasn't eased any when her fiance gave her a diamond-studded wrist watch for her birthday...Claims Investigator MARVIN SAYTON will soon discover how it feels to be on the other side of the fence--his auto was damaged by a street car that split the switch...The most unselfish person we've heard of in a long while is MRS. BILL SCOTT, who hasn't any nylons 'cause she gives 'em to her daughter and daughter-in-law...MABEL BIRCH, blonde and efficient secretary to L.V. NEWTON, looks smart and well-groomed under the most trying circumstances.

ENGINEERS CART HOME TROPHY:

The Public Utilities Engineers are feeling pretty superior after winning their golf tournament with the City Hall Engineers in the first match held since 1941. Seven foursomes took part in the event, which was managed by Bill Eisenberg of the Utilities and Vic Philpot of City Hall. You may recognize some familiar stances in the golfing cartoon on Page 3, for that is where our artist claims he took his models!

HETCH HETCHY TOUR:

Ole Olson of Hetch Hetchy took City Purchaser Martin Gerry and other members of the Utilities family on a 2-day tour to study problems in connection with Hetch Hetchy. The reports are that Thornton Easler proved not only a good guide but an excellent host. A stop was made at Livermore where M.J. Lyons, Assistant Engineer, discussed some of that division's problems. Along with the business involved, Ole's guests enjoyed a boat ride, swimming, etc. & came back bursting with vitamins!

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

Vol. 1, No. 6 July 1946

COURTESY CLUB":

I ride the street cars and buses very day and with all honesty I can ay that all the drivers are very bliging and are trying very hard to lease every one....I personally hink they are all doing their best nd are very fine men." This letter rom one of our passengers does not ention any specific individual but s a gesture of appreciation to our

ntire force. Other letters of com- endation received during the month f June praise the following men, ho are thereby entitled to member- hip in our Courtesy Club: Inspector hilip Weinberg; John Burton, Geary; eorge H. Kennedy, Utah; Ivy Gumms, Haight; Morris Guttman, Potrero; arl Showers, Fillmore; James P. onnelly, Geary; J. McArthur, Fill- more; Mervyn J. Luhman, Geary; Frank terling, Geary; Joseph Monteleone, illmore; Ray Thompson, Geary; liver L. Morgan, Geary.

TROLLEY TOPICS DUE FOR FACE-LIFTING:

Renovated and beautified in all respects, Trolley Topics will appear next month in all the glory of a new print job. This means we will be able to use considerably more material and include photographs, which should make the paper that much more interesting. Your suggestions and contributions have been greatly appreciated and we hope you will continue to send in your ideas. The paper will be mailed to all permanent employees of the Railway. Due to the difficulty of making the addressograph plate changes necessary to cover our fluctuating limited tenure personnel, their copies will be distributed at the division points.

RESIDENCE REQUIREMENTS WAIVED:

At its meeting on June 24th the Board of Supervisors voted to lift the one year residence requirement for applicants to limited tenure platform positions. The Railway needs qualified personnel, and it is hoped that this easing of the entrance requirement will encourage returned veterans and others who are new to the city to apply for these jobs. After their year's residence is completed, these men of course will be eligible to take the examinations for permanent positions. Tell your friends about these job opportunities. Anyone interested may apply at 151 City Hall.

YOU'VE HEARD OF THE PAPER SHORTAGE!

Trolley Topics looks a little anemic this month, but it 's not because of a lack of red corpuscles. Principally it's due to the scarcity of paper. Meanwhile our reporters are conserving their energy for a bang-up job on our first printed edition which is scheduled to come off the press sometime in August.

FILLMORE DIVISION:

Turk and Fillmore Division is still railroading and full blast too, even though we haven't been in print for some time, but commencing with the next issue with a little help from all of our employees in this division, we will try to get some interesting subjects into our allotted column...Recently returned from a reported grand two weeks vacation are F. SILVA, CARL FUNNEMARK, JOHN McGOVERN, E.L. MALONE, E. CARLI, A. STEPHEN, J. ROSSER, JUNE WISER, JULES CORNAC, J. LUCY, J.L. EDMISTON, FRANK TAYLOR, L.C. CASH and HELEN THOMAS. The following are at present on vacation: CHARLES BECK, H. KLEZMER, L. WILSON, T. WILLIAMS, J. MORRIS, J. PAPALE, AUDREY ADAMS, P. MENEGONE, J. PALANETA, PAULETTA BAUGH and HELEN PORTER--not forgetting our smiling ERNY FERNANDEZ in the Dispatcher's Office...Dispatcher GEORGE WEST's wife is on the road to recovery after an operation in the French Hospital...Dispatcher C. N. MAGNUSON received notice from his daughter, Jean, that she became a bride to a Mr. Eskisson on June 1st. ...Yes, Inspector CHARLIE GALLO is really a real Grandpapa.

MCALLISTER DIVISION:

We hear Conductor E.G. HOLMES has adopted a son recently; his name is ALVIN NUNES. At least he calls him "Pop". It will be nice for you, Rabbit, to have someone to care for you in your old age, now that you are in the Lend Lease business... Motorman N. SOWLE is in the nut business now, at least we were told so. He will sure have a lot of customers when he goes to Golden Gate Park...Conductor F.Z. BETTS is a very proud great grandfather. He has a new great granddaughter... Conductorette BETTY HAMMOND is on her vacation in Montana, and we know she must be having a wonderful time. ...Motorman C.J. WILLIAMS is on his vacation. He and his family are in Los Angeles...We are glad to have Instructor RAYMOND CLARK back with us after being off and in the hospital two weeks...Conductor R. L. STEVENSON is the proud father of a new baby boy. He was named Radford Marshall after General Marshall under whom Stevenson served in the service. Congratulations, Steve!

ACCIDENTS DOWN IN JUNE:

McAllister led the way in our accident reduction campaign with a 30% decrease in accidents during the month of June as compared with May. The Railway as a whole made a decided improvement with an overall decrease of 13% and eight of the nine divisions contributed to this good showing. Potrero apparently wants to be "different"--last month they were the only division to show a decrease in accidents; this month they are the only division to show an increase in accidents. Scores appear below:

McAllister	30%	decrease
Wash.Mason	28%	"
Sutro	23%	"
Geary	14%	"
Utah	12%	"
Fillmore	11%	"
Geneva	8%	"
Haight	2%	"
Potrero	2%	increase

COOKIN ON THE FRONT BURNER

SUTRO DIVISION:

Several of our Sutro men are making trips around the country: Dispatcher H.R. FRANKLIN was in Long Beach on his vacation; EVAR OLSON is in Minnesota visiting his mother; LUDWIG VORPAHL is in Michigan; WM. MEYERS recently returned from Oregon; ETHRIDGE BOONE is in Alabama; and JOSEPH MANNING has been in Kansas.

A BOOMING CONCERN:

The Lost and Found Department is doing a thriving business and receives on the average of 200 articles weekly. The variety is bewildering and includes such diverse items as a shopping cart, fan belt, tennis racket, fan belt, camera tripod, wedding ring, etc. Every effort is made to return these properties to the owner; if no one claims the article within 30 days, it is returned to the finder. Rewards are

not uncommon. E. Thompson, Geary; W. Faison, Haight; I Williams, Potrero; Eva Burns, Geary; F.E. Kehr, Potrero; G. Belcher, Potrero; M. Moglia, Potrero; H.J. Patterson, Geary; M.E. Baker, Geary; A. Leksan, Potrero; L.H. Yarborough, Geary; S. Rakeman, Potrero; J. Herlihy, Mason; E.H. Jackson, Potrero; Jesse Welch, Fillmore; Peter Conway, Potrero; J.D. Brower, Potrero; W.L.Krausgrill, Fillmore; E. Panesi, Geneva; and G. Magri, Utah, are among those who have received cash rewards.

GENEVA DIVISION:

Another System Sign-Up has been completed, and Geneva Division throws out the welcome mat to the following transferees: Motormen A. WEST, W.J. McGOWAN, D.W. HOWETT, H. McHENRY, O.C. DARBY, C.CURL, P.EDMONDS and Conductors A.S. KELLEY, J. REILLY, O. GUSTAFSON, J.H. KNIFFIN, C.W. SMITH, M.G. DALMAN and G.B. GREENE. ...Night Dispatcher GEORGE SIMPSON, looking very fit and tanned, is back on his favorite shift after spending two weeks vacation in Yosemite Valley, Lake County and Monterey... Relief Dispatcher "DADDY" MAHONEY is now at home recuperating after a serious operation which apparently was successful...Motorman MOSE WILLARD is out borrowing anybody's shirt until payday. Try betting on the Champ next time, Mose...HELEN LACEY is back on the job after several weeks of sickness; we're all happy to have you back with us, Helen...Motorman ELMER MILLING was seen running down the road in San Bruno with a pitcher full of cold water. Some people were wondering where the fire was, Elmer...JIM MALERBI is getting his Greyhounds into condition pending the opening of the California Dog Tracks.

SO YOU THINK YOU GOT TROUBLES!

If you had any belligerent customers during the first few days of the increased fare, give a thought to the poor Chicago conductor who has to collect a 12¢ fare. The new price schedule went into effect on May 23rd. Patrons who desire transfers from the elevated to either street cars or buses must pay 13¢, and through suburban service costs 15¢. Very confusin'!

GEARY DIVISION:

Of all things, WM. A. BRYANT, our assistant dispatcher, got spliced in Reno...Conductors GEORGE BUNNER and JOHN McDONAGH are still on the sick list; best wishes for a speedy return to duty...FRANK GEMIGNANI reports back from vacation in Yosemite with a beautiful tan--or is it? ...Best wishes go to JACK DWYER, our No. 1 Inspector, for a speedy recovery...JOHNNY BURTON will henceforth be known as Dr. Burton due to services rendered delivering his own baby (8 pounds of cute femininity). ...We Wonder Department: Where SOLEMINK got the picture over his desk--AT HIS AGE-- tsk! tsk!...If BENEDICT got that hot tie for Father's Day...If JOE McCARTHY ever "cashed in" on a parlay?...If MIKE GIBBONS would appreciate a cuspidor for Xmas...How "Pretty Boy" FRED PFEIFER likes inspector duty.

SUPER MOTORMEN:

McAllister Division proudly presents this list of old time motormen who have not had an accident this year: P.M. Barry, Earl Castillo, A.C.Evans, J. Hansen, A. Marelich, H.J. Miller, J.C. Sawyer, N. Sowle, Carl Swanson, E.A. Tanner, E.L. Benson, C. Catoir, T.Z. Evans, D.W. Hodge, E.A. Miller, G. Rowan, E. Schulman, A. Stefani, O.V. Terry and L. Thomas. These men maintain their perfect records by constant vigilance and attention to the rules of safe operation. Anyone who follows these principles can soon join the ranks of our "supermen."

NEWS FROM THE SHOPS:

HERB STRICKLAND, Foreman ERSM at Geneva, celebrated his 40th wedding anniversary on June 18th...HARRY OSBORN, Foreman Lineman, retired for service on July 5th; he has been employed since 1915...CHARLES W. BUTTERWOOD, General Foreman Street Repair, retired on June 30th. He has a record of 44 years service, which dates from January 8, 1902.

HAIGHT STREET DIVISION:

The barn seems so empty without our Honorable Day Dispatcher, WALTER DAVIS, who has been off on a well-earned vacation. STANLEY HEARST, regular night dispatcher who has been taking his place, really can't holler loud enough for the rest of us. No insinuations intended!...JOHNNY (IODINE) JOHNSON, J. MONTELEONE, A. BELIGH, C. (RED) MEDARIS, MILES SMITH, GLENN ROBERTS, "HOLTZIE" HOLTZMUELLER, F. CHAPMAN, J. ROY, A. LUSTO, T. JOHNSTONE, J. NAVARRA, A. STREICH and PETER NERIO are leaving our happy little fold for another barn. Good luck to you all, boys; we'll sure miss you!...Everybody has been looking goggle-eyed at the Receiver's new office. Superintendent RALPH STRAWN, with GLENN ROBERTS helping, really did a grand job as carpenters. It puts "PAT" PAETZEL, the Receiver, by herself in the back office. And gives her more room to turn around, which we think she needs!...BILL HILL is back after a minor operation on his throat, a little hoarse, but still grinning... Just returned from the Convention back East, JIM WILSON says it's nice to get back, especially to get cooled off.

REMINDER:

All City employees should be present at the meeting of the Retirement League on Monday, July 15th, at 8:00 p.m. at Druid's Hall, 44 Page Street YOU are the one who will benefit. Give the League YOUR support.

OFFICE GOSSIP:

Birthday cakes are practically a daily event in the Personnel Department, with CONNIE DALY, CLYDE ONSTOT, SAM STERN and RAY HAYTON all having birthdays during the last few weeks. To top it off, SAM STERN became a granddaddy on July 4th, and the office staff consumed two cakes to help him celebrate...The Claims Department presented A.L. PALMER with a beautiful saddle leather suitcase and utility case at a farewell party on July 5th. Palmer joined the Market Street Railway in 1903, which adds up to 43 years of service. His courtly manner and kindly smile will be greatly missed...June bride DOROTHY COHELAN of the Cashier's Department and her new husband, James Johnson, are flying to New York this month on a belated honeymoon...It is reported that BERNICE HAGGARD has a monopoly on a large segment of the Navy...Did you know that MARIE ERLWIN has a tall handsome son who is a fireman?...ALFRED P. FELDER, formerly of the Controller's Office, is the new Chief Clerk in the Claims Department.

OUR SISTER UTILITIES:

The General Offices are going to miss BILL McGOVERN, who was recently assigned to the Airport...Congratulations to ALFRED OLLAGNIER of Hetch Hetchy and DENISE BUVREUIL of the San Francisco Hospital who were married on June 16th...Proud papa NICK LABASH has been passing out cigars to celebrate the arrival of Nicholas Jr. on June 26th...GRACE SEAMAN, who is retiring from the Bureau of Light Heat and Power, did not realize she had so many friends until she saw the card which accompanied their gift to her on June 21st. A second section had to be added to the card (created by artist Charles Reed) in order to accommodate all the names...Photographer GEORGE FANNING just returned from a 2-weeks vacation spent in Yosemite Valley.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

1 AUGUST, 1946 Number 7

Trolley Topics

Vol. 1 AUGUST, 1946 No. 7

Published under direction of the
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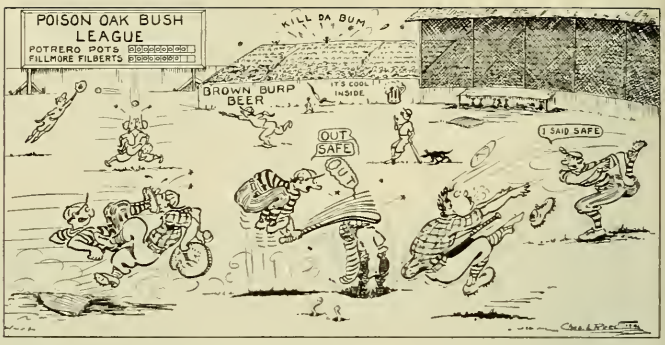

Potrero and Fillmore Lead the League in Accident Reduction

A mid-summer lapse affected six of the nine divisions on our baseball team and resulted in a poor showing during the month of July. Accidents increased 6% over June. Potrero, Fillmore and Geneva were the only ones who showed improvement in their scores, while some of the players piled up errors.

The 1946 season, however, was an improvement over 1945. The first seven months of this year show a 5% decrease over the same period last year. With a little more concentration on the game, next month's batting averages should be considerably better. The box score follows:

Fillmore	4%	decrease
Potrero	4%	"
Geneva	1%	"
Sutro	6%	increase
Utah	7%	"
Haight	13%	"
Geary	14%	"
McAllister	14%	"
Wash. Mason	38%	"

Shop Notes

Eight new milestones were passed by our Paint Shop during July on the road which is now being traversed toward improvement and modernization of San Francisco's public carriers. These were in the form of 2 electric cars, 4 motor coaches and 2 cable cars returned to service in the new color scheme adopted by public selection as standard for Municipal Railway rolling stock. The cream and green combination is one that is pleasing to the eye and will do much to brighten the streets of our city. A total of 37 vehicles in this design are now in operation . . . We welcome back to Elkton Shops Machinist *Mark McNealy* and Painter *Sam Strada*, who returned during July following extended sick leaves . . . Word comes from *James McManus* that he is recovering in good time from his recent accident. Jim, who holds the shop record for "straight-arming" sledge hammers of various weights and sizes, can't understand how a little thing like falling down a stairway could keep him off the job . . . Machinist *Joe Barbetti*, Elkton's "Fishing Fool", reports that his seasonal haul of stripers is falling short of last year's record . . . Two more oldtimers left the service on July 31st, namely, *Robert H. Swan*, Motorman of Elkton Shops, and *Carmelo Bocchieri*, Car Cleaner of McAllister Carhouse. Their records of service total 37 and 36 years respectively. We extend to them our best wishes in their future undertakings.

Greetings From Wm. H. Scott

In line with the general trend toward improving the appearance of Railway personnel and Railway equipment, Trolley Topics appears this month dressed up in printed form. This is *your* magazine and will reflect *your* activities and interests. Knowledge of the various facets of this large and widely-spread organization should bring us all into a closer understanding of our mutual problems.

WM. H. SCOTT,
Gen. Mgr., Municipal Railway

Retirements

Joseph R. Bankson, Jr., Geary Motorman, retired on August 1st. He has been employed since 1918.

Carmelo Bocchieri, Car Cleaner, who has been employed since 1910, retired on July 31st.

Frank T. Hanlon, Potrero Motorman, retired for disability on May 1st after 22 years service, starting in 1924.

Edward M. Kelleher, Potrero Conductor, retired for disability on April 1st. He has been with the Railway since 1928.

Harry A. Osborne, Lineman, retired on July 5th. He had 31 years service, starting with the Market Street Railway in 1915.

Wm. Ralph Shaw, Geneva Conductor, retired on June 24th. He was a Charter employee and joined the Railway in 1918.

Drum and Bugle Corps Rejuvenated

Our municipal Railway Drum and Bugle Corps will soon be parading in dazzling new uniforms, according to Bus Operator Chris Felt, recently appointed Supervisor of Music Activities. The uniforms will be green and cream with white Sam Browne belt and shako.

The Corps marched in the Shriner's parade during their convention here in July, and plans to participate in activities on Admission Day, September 9th, and in the celebration in San Rafael on Columbus Day, October 12th. Maximum strength of the Corps is 40 men consisting of 22 drums, 12 bugles, 4 bass drums and 2 tenor drums. Weekly practices are held on Wednesday evenings at Potrero.

Safety Classes Study Accident Causes

Accidents are caused occurrences and can be prevented. There is no such thing as an *unavoidable* accident. Ascertaining what the circumstances are that lead to accidents and then eliminating as many of the causes as possible will inevitably result in a decrease in accidents. This is the program which is being studied in a series of classes held in the Geneva Auditorium under the supervision of John Curley.

Two groups have already completed the 20-hour course which was conducted by Ralph Carlyon of the State Department of Education. The first class included W. C. Bendel, H. E. Cooley, T. A. Cox, George W. Evington, George Lewis, L. G. Marshall, W. R. Mason, Donald Mazzoni, J. E. McDevitt, C. D. Miller, W. F. Mitchell, D. C. Ormsby, A. J. Schirmer, Wm. H. Scott, Ralph Strawn, J. H. Turner.

In the second group were J. E. Alberts, H. Barron, H. Bates, Fred Brostrom, Fred Cook, J. Davies, Frank Doyle, Richard Griffin, Gordon Jensen, Oscar Larson, R. McNutt, Frank McQuaid, J. Nolan, Vic Peterson, W. Roddock, L. Sellers, H. Strickland, T. Thomas, Pat Ward, D. Whelan, J. Williams, and M. F. Wormuth.

At present three more groups are studying under the leadership of Richard M. Winfield of the State Department of Education. They include the following supervisors from the shops, line department, track department and garage: E. C. Kilby, L. R. Lofstedt, George Mangan, Elmo Dempsey, J. Multer, J. C. Huck, Harold B. Mayers, J. L. Gaylord, V. Nomellini, John T. Glynn, Ed Brown, Frank Cassidy, Guy Galloway, B. Corley, John Dwyer, Herman Doye, Elmer Neagley, Gerald L. Krogman, S. E. Knowles, Charles Gianola, Charles McGuire, Paul Romo, James O'Donnell, Arthur J. Broyles, Arthur G. Zimmer, Bradley Smith, W. J. Dunn, Tim Sullivan, Pat O'Shea, Peter Kerrigan, Eneas Kane, Roy E. Maddux, John Loebbing, John T. Glynn, W. S. Murray, Thomas King, Curtis L. Fent, Al Dietrich, Jack Jamison, Charles Evans, Jim Gallagher, Joe Noyes, Paul Rivero, John Hauber and Dennis Joyce.

First to complete the instruction on safety measures was the above group. Left to right they are (1st row) D. C. Ormsby, L. G. Marshall, A. J. Schirmer, George Lewis, T. A. Cox; (2nd row) W. R. Mason, G. W. Evington, H. E. Cooley, J. E. McDevitt, Wm. C. Bendel, C. D. Miller; (3rd row) Wm. H. Scott, Ralph Strawn, John Curley and Instructor Ralph Carlyon.

Second class to complete the 20-hour safety course included (1st row) H. Strickland, W. Roddock, J. Nolan, H. Barron, H. Bates, Fred Cook, Fred Brostrom; (2nd row) L. Sellers, J. E. Alberts, T. Thomas, J. Williams, J. Davies, C. D. Miller, Pat Ward, W. C. Bendel; (3rd row) Frank McQuaid, Ralph Carlyon, John E. Curley, Frank Doyle, R. McNutt, E. Cartwright, Vic Peterson, W. F. Mitchell.

"Let's Convince the Public More Pay Is Due"

A Message from J. H. Turner

The wage agreement embodied in Charter Amendment No. 1 to be submitted to the voters in November will give platform men one of the highest rates of pay in the country. Mayor Roger D. Lapham and the Board of Supervisors have agreed to support and endorse this amendment. However, as Mayor Lapham has stated, it will be largely up to us to give the public reason to believe that we are doing a job worthy of the pay increase.

Without fully understanding the problems which have faced us, some of the public have adopted a critical attitude toward the Railway. It is our responsibility to change this attitude. It's up to us to create a more favorable public opinion if we are to secure the voters' support for the proposed amendment.

The only representative of the Railway that our passengers usually see is the platform operator. His personal appearance, his words and his manner usually determine the impression that will result. A courteous and helpful attitude combined with neat appearance will favorably influence our patrons. Let's pay particular attention to keeping uniforms cleaned and pressed, shoes polished, caps on straight, and ties correctly knotted. A clean shave and a trim haircut will go a long way toward convincing our bosses (the public) that we mean business.

Let's make every effort to observe the rules of safe operation and to give no reason to believe that we are careless or inefficient in any way. Close attention should be given to schedules so that we can reduce complaints of "bunching" of cars.

A pay raise is at stake. Our employers will pass judgment at the polls in November. Let's demonstrate that we can do a real job of railroading.

J. H. Turner, *Manager of Utilities*

Mayor's Statement

You carmen realize full well that whether the people approve Charter Amendment No. 1 or not will depend to a large extent on the Municipal carmen themselves. After all, the carmen are the servants of the City who contact the riding public, and it is self-evident that if any discourtesy or carelessness is shown by any platform men or women, the chances of securing people's approval of Charter Amendment No. 1 is much less.

I know the majority of our platform men and women have been trying to give service with equipment most of which is obsolete and not in too good condition, and I realize it is sometimes nerve-racking and almost impossible to do a good job under adverse conditions such as have and still exist in our crowded streetcars and buses.

But despite these physical obstacles, I urge every employee of the railway to do what he can to please the traveling public. There is a real selling job to be done and statements by the Mayor cannot be as telling as the good conduct and courtesy of the platform men and women.

In recent years, the Municipal Railway has had hard sledding, but I am confident we have reached the bottom of the ladder and that the management of the Municipal Railway, with the cooperation of the Municipal Railway employees, can now begin to build for a more efficient transit system. Let's forget the past and start fresh!

Roger D. Lapham, *Mayor*

Thank You!

Our cover picture of the old Dutch mill in Golden Gate Park is through the courtesy of the Redwood Empire Association. Mr. Turner's photograph is by Gabriel Moulin. The remaining photographs in this issue were taken by George Fanning and Marshall Moxom.

"Courtesy Club"

The public is quick to note acts of courtesy and efficiency on the part of the platform man. The many letters that are received show how much our passengers appreciate any extra attention and consideration for their welfare.

For instance, Conductor Wilmer Lumsey of McAllister was the subject of a recent letter from a grateful patron who states: "May I commend to your favorable attention Conductor 3150 on Hayes Street car No. 21. As I am badly crippled, I was deeply grateful for the help and the courtesy of Conductor 3150. Not only was he courteous to me but he showed the same consideration for other passengers."

A visitor from Seattle writes about Motorman Walter Bradbury of Haight Street whose quick action averted what might have been a bad accident. "The car was coming from the beach. A boy on a motorcycle without any lights went in front of the car in the middle of the block. The motorman rang his bell and stopped the car without hitting the boy. Good work."

H. M. Churchill of McAllister is another motorman who was noted for careful operation. "I desire to express my appreciation for the clever manner that the motorman handled the car yesterday when an automobile made a short turn on the wrong side of the street. If the motorman had not been going at a medium rate of speed, there would have been a very serious accident."

A letter commending H. A. Nygaard of Potrero reads: "Ordinarily I am not given to writing letters of this sort but I feel that in this case I should. Your attention is called to Conductor 1170 on the "L" line. You are fortunate indeed to have a man of his type to serve you. He is outstandingly courteous and his pleasant manner is a relief after the 'herding' around that some of the men subject one to. I realize that courtesy is expected from an employee but this man really tops them all. I might add that he knows nothing of my intentions in writing you."

Praising B. T. Green of McAllister, a passenger writes in to say, "While riding on a No. 5 car this afternoon I saw Motorman No. 684 perform a very kindly and gracious act. He assisted an elderly, near-blind woman off the car and escorted her to the curb through the Market Street traffic. Such conduct is to be highly commended."

Washington-Mason Division

To help the Fishermen's Fiesta at Fisherman's Wharf to become a success on July 27th and 28th, the Conductors and Gripmen wore fishing hats, while the Powell Street cable cars were loaded down with banners and signs informing the people of the gaiety . . . In 1923 a young mariner named *Paul A. Larsen* went to work for the Market Street Railway as a conductor. While working there he took the Civil Service examination for the Muni Railway and passed. Starting in as a motorman, he was elevated to Inspector and Dispatcher, until Pearl Harbor. Being too old to enlist in the Navy, he joined the U.S. Maritime Service and served as Chief Officer and Skipper on Liberty Ships and T-2 Oil Tankers, sailing over 250,000 miles before returning to his job with the Railway. After his return he worked in various jobs as relief dispatcher and is now working at this division as our day dispatcher during the illness of *Leo P. Dall,* who has been sick since last April. When you pass our quaint cablecar house, you may see his grey head sticking out the window . . . *Nick Papadakis,* who is now on his vacation, says, "I am going hunting over in Turlock. I don't know what I'm going to hunt, but I got the gun and shells."

Track Department

Vacation Returnees: *Frank Sheehan,* General Superintendent, feels fit and ready to challenge Bryan Nelson for the Open Golf Championship . . . *Anita Rohlfs* flew to Omaha via United Air Lines returning via new Dodge . . . *Pat Huvane,* our night emergency man, returned a newlywed. Good luck, Pat . . . *Bill Dorney,* after two weeks at Fetter's, looks fit and ready for another year of repairing switches . . . *Jim Armstrong,* chauffeur, was at Seigler's. What's the matter, Jim? Couldn't the hot baths take off any weight or was the food that good? . . . *Bill Cottrell,* work car motorman, says the pickings were tough. They wouldn't run to form at Hollywood . . . *Maurice O'Sullivan,* switch repairman, says two weeks are not long enough . . . *Dan O'Riordan,* oiler, after two weeks rest can sure make the dust fly in front of Geary barn . . . Vacation Goers: *Pat O'Shea, Tom Duffy, Jim Gallagher, Jack Jamison, Dan Coll, Con Corcoran, Dan O'Connor, Tom Foley, John Scully* and *Dan Kay* are all heading for the country . . . *Herman Doye* is going to Canada to visit relatives . . . *Johnny Lee* is visiting Mexico; be careful of those Hollywood beauties, John . . . *John Kelly* finally went on his vacation. Mrs. Kelly went to St. Mary's Hospital and presented him with a baby daughter. Congratulations! . . . *Frank Cassidy* goes to Chicago on convention business. Nice traveling when you can get it, Frank. Tip us off as to how it's done.

24th Street Division

The 24th and Utah automotive division is running on all eight cylinders. The majority of the operating personnel have purchased new uniforms, which is not only impressive to the riding public but an asset to the management and the employees . . . *Jim Treanor* is on a diet and expects to be down to fighting weight soon —then watch his smoke! From the look on his face, that book he's reading must be plenty good . . . *Herb Barrill* is the outstanding fisherman of the month with just a meager catch of ten. Let us in on the secret, Herb, or was it that feminine touch? . . . Congratulations are in order for *W. F. Busch,* who was recently married; *Wm. F. Brackett* on the arrival of a 9½ pound boy; *B. L. Bennett* on the arrival of a 7 pound boy; *A. L. Tilton* on the arrival of a 4 pound girl . . . *Wm. J. McDevitt,* our Division Instructor, has been farmed out to Geneva, substituting for Ray Hayton, who is on vacation. Say Bill, be on the look out; you know the daffodils grow in that neighborhood. (Sorry to disturb your prerogative!) . . . *Bennie Campbell* has trouble sleeping at night. Have you any suggestions as to how he could woo sleep? . . . *Jack Wehren* enjoyed his vacation up north—says he didn't see a bus or street car since he left.

Pit Prattle From the Garage

The boys in the Garage have gone nautical. Led by those dolphins of the deep, *Walt Feyling, Ed Amiot,* and *Frank Scherzer,* and supplemented by the superb water games of *Ronnie Urqhart,* a good time is usually had by all at the swimming parties. All of which lends itself to a (bad) pun. "Nautical but nice." . . . Ambassador *Bert Stevens* went on a goodwill tour to Mexico during his vacation. On being asked how he enjoyed himself, he winked his eye, joined his thumb and forefinger and moved his hand in a movement paralleling the ground while answering in impeccable Spanish, "Magnifico." . . . Anyone desiring marital advice is welcome to enroll in *Art Reynolds'* classes on "How to Handle the Little Woman" . . . *Vic Peterson* believes in getting away from it all on his vacation. If you try to reach Vic by phone, the last ten miles are by grapevine . . . We in the Garage wish to extend our sincere condolences to *Ed Amiot* and *Tony Villatore* on the loss of their mothers . . . It looks as if *Dub Crowder* is leading in the Tax Exemption Department. He just had his fourth entry in the great race. (What race? The human race, son!) Congratulations, Dub . . . *Sil Osuna* is also readying a little contender for honors in the sweepstakes . . . Give *Henry Wykoff* a post position for his coming entrant . . . *Charley Sweigert* is also grooming an added starter, his fourth . . . Your reporter, *Hank James,* who is spelling off Vic Peterson for two weeks, is accepting all bets on his soon-expected heir to the family fortune (?) . . . Newly-wed *Barbara Vujovich* has successfully completed a cooking course in one of our local schools. How are those poached omelets, Bobbie?

Potrero Division

To those of our Division who are at present on sick leave, we wish a speedy recovery and hope to see you all back on the job real soon . . . Inspector *George Elston* says if he could only keep the hair out of his eyes when he is working that his work would be much easier. How about it, George? . . . Congratulations to Motorman *Bruno Bertie* who was the proud father of a bouncing baby girl. Both mother and baby are doing fine . . . . Conductor *John Eshelman* says that you sure have to have good eyesight collecting on some of the downtown corners these days . . . According to Motorman *J. E. Roberts,* when you get a good conductor on owl runs, there is nothing to the heavy early morning rush trips . . . Conductor *Chris Murphy* says that a good conductor always arrives well ahead of time in order to get out on schedule. Keep up the good work, Chris . . . To the motormen and conductors of this Division who operated during the entire month without an accident, we congratulate you and hope that you will keep up the good work . . . Do you know the words "right-of-way" are only a legal exoneration but not a moral one? It takes two to be involved in an accident. If one will stop, there will be no accident.

Haight Street Division

Popular bus operator *J. C. Rosemeyer* (Rosie to his many friends) had a very serious accident when an auto hit him after he had stepped off the curb, and he suffered scalp lacerations as well as a broken leg. He is at St. Joseph's Hospital if you want to send him a card. Keep your chin up, Rosie, and the best of luck, too . . . During the car strike, *Francis Davis* wanted to get over to one of the union meetings very badly, but it looked like a very, very long walk. So what did he do? He roller-skated to the meeting! That we saw with our own eyes! Can't you just see him coming down that 17th Street Hill? . . . *Jim Maughn*, Night Foreman, is now the very proud papa of a baby girl. When he told us about it, he was still out of breath. The Stork almost beat them to the hospital . . . Conductor *Tom Tontree* just left on his vacation going up to his gold mine in Shasta County to see if everything was getting along okay . . . Has everybody seen *Jim Neubert's* latest snapshots? The one of the old man with a long blond wig is really Motorman *Jay Ellers*. He looks like something that fell out of a haunted house. The expressions on the faces of the other fellows in those snapshots show they saw him too! Especially *Joe Roy*. If those snapshots were colored, his face would actually look green . . . . *Stanley Hearst*, Night Dispatcher, went on his vacation July 21st. He said he was going to see some baseball games and do some fishing to make up for lost time. *Sam Samuels* from McAllister took his place. We thought Sam looked like a high school boy, but considering his experiences in the last World War and the hours he spent in the air, apologies are in order . . . Famous Last Words (especially from *Walter Davis!*). "What do you want me to do—put you on the sick list?"

Geary Division

Joe Leary, our "Head" Janitor, is back from a Lake County vacation He reports fishing only fair, but says he got plenty. Naturally Joe has had lots of experience "fishing", so it's understandable . . . *Jack Dwyer*, our No. 1 Inspector, is still on the sick list Hurry back, Jack, we miss you in the mornings Conductors *George Bunner* and *John McDonagh* are still "gold bricking" we miss ya, boys' Did you know Conductor *Guido Ricci* could double for Errol Flynn? Or at least the gals in North Beach think so! . . . Conductor *Bob Mersich's* lament is: "Too late for Vitalis now." . . . Motorman *Bill Perry's* famous "touching" words: "Can't you make it a half" . . . Overheard in the Gilley Room: When are we going to get a new recreation room? . . . Where will we eat when the Golden Cabin is steam-shovelled away? . . . What seed does *Russ Hartman* plant on the side of the hill with a shotgun on his 2½ acre farm? . . . Does Inspector *Phil Weinberg* carry three watches because of "bus time", "car time", and "lunch time"? . . . When will Conductor *Louis Fazio's* trench shoes wear out, this sign-up or next? . . . Wonder if Shorty, the "singing sandblaster" ever had a voice test? . . . Did *Jim Dickinson* in the Receiver's office get that tan from the "shining tokens" or the sun? Who has the "honey-dripped" voice on our switchboard? . . . Odds are 6 to 5 that Inspector *Charlie Erman* will find some forgotten peanuts in those machines yet! . . . Who buys slugs for 25c a dozen and gets peanuts below OPA prices in our machines? . . . Where is *Elmer Sorenson?* . . . Remember there is no courtesy "register" on a fare box but it pays off just the same! Don't get on the courtesy "short list" . . Poetry Department:

Solemink used to worry
How he'd fill a run,
He'd stew and fret, yet never get
His detail sheet all done'
But those hard days are gone for good
And over, Glory Be!
Now Solemink is fat and slick
'Cause we got a raise, you see!

Motive Power Department

Walter T. Burns, our Superintendent is very proud of his department consisting of Turk, Bryant, Geneva, Downtown, Millbrae, Mason & Washington and Eighth Avenue Substations and of the station operators responsible twenty four hours a day to see that the machines keep running and furnish power to keep our street cars rolling We are happy to have *Nick Olsen* of Turk Substation back on the job after vacationing in San Bernardino and eating all the iced watermelon he could get his hands on to keep cool Also Operator *T. O. Mather* of Bryant Substation is back from his vacation after tearing up the roads to Seattle, Washington, at ninety miles an hour they say his motorcycle has wings . . . Congratulations are due *Frank J. Doyle*, Superintendent of Cable Machinery, and his crew who so often work all night repairing and installing cables so that our famous cable cars can keep moving . . . If you ever have occasion to call Cable Machinery you will be greeted by a very pleasant voice belonging to Operating Engineer *Andrew Pease*.

Sutro Division

Conductor *Herbert W. Worthington*, an oldtimer, was in the St. Francis Hospital for an operation. His mother reports that he is getting along very well . . . Motorette *Geneva Bunton* had the pleasure of giving her daughter's hand in marriage on July 28th . . . Conductor *L. T. Caracter* is rightly named and has received word from his wife who is at present in Ft. Lauderdale, Florida, that he is the proud father of twins . . . Motorman *L. Vorpahl* has returned from a leave which he spent in Manistee, Michigan, visiting with his brothers and sisters . . . It is with the deepest sympathy that we mention the loss of Conductor *Evar I. Olson's* mother, who passed away recently while he was visiting with her at Arco, Minnesota . . . A bride-to-be is Conductorette *Rozalia Rondeno*, who contemplates a trip to New Orleans, her home town, for the occasion . . . *C. J. Bible* is leaving for his old homestead in Tennessee due to ill health . . . Motorman *Gerard W. Kramer* spent several days at Lake Tahoe and came back all sunburnt . . . Conductor *Victor S. Redmond* is very anxious to visit his mother in Chicago and expects to get away soon . . . Seems strange no one even mentioned one word as to where *James Healy* and family spent their vacation. It is our guess they went to Yosemite Park and had a grand time . Motorman *John L. Kay* is making a trip to Baltimore, Maryland, the place of his birth, to attend his son's wedding . . . *Michael deDimofect* spent his vacation somewhere along the Merced River and had a very good rest . One of the boys mentioned that he missed the yodeling and harmonica playing of our former Conductorette, *Irene Conyers*. She is now at Turk and Fillmore Division Motorman *J. G. Sterm* has returned to Haight Street Division after having done a swell job on vacation relief other work at Sutro . . . *Wesley R. Mason* Division Superintendent, spent a couple of days over hauling his automobile recently and claims it is much improved. He must be making vacation plans

Sympathy

Walter V. Elvitsky was one of the four heroic firemen who died in the disastrous hotel fire on July 30th. He was well known at the Geary and Potrero Divisions where he once worked as a motorman.

Giuseppe Giuffre, Trackman, died July 3rd. He joined the Market Street Railway in 1923.

Lionel C. Carrillo, Jr., died on May 25th while in the service of the U.S. Army. He was a motorman at Geary Division prior to going on military leave.

Leo L. King, former Potrero motorman, died on June 13th. He was a native of San Jose and has been with the Railway since 1929.

Salvatore Ragona, Track Welder, died on July 22nd. A Charter employee, he started with the Market Street Railway in 1940.

Stanley Alfred White, died July 5th. He was born in 1918 in Salem, Oregon, and joined the Market Street Railway in 1942. At the time of his death he was a motorman at Geneva Division.

McAllister Division

While on his vacation near Salt Lake City, Motorman *Roy Wormell* had a very sad experience. In order to avoid a head-on collision with a careless motorist, "Pop" drove his car off the highway and turned his machine over twice. Mrs. Wormell was seriously injured and was taken to a Salt Lake City Hospital. Pop's friends hope that she will be completely recovered in a short time . . . Conductor *William Sands* wanted off after "The Big Race", claiming that he had a toothache. Many who know Sands would like to know if it was a toothache or a headache . . . The Dispatcher's office not only has a dog to be proud of, but now the office has a very good cat. *Larry Dutson* feeds the cat milk and food every day except the day that he is off, and then *Al Nunes* changes his diet by bringing scraps of chicken from Sunday dinner. For two Mondays, however, Kitty missed the chicken, and we wonder why? . . . . Follow-Up Instructor *Clarence Williams* had a wonderful time on his vacation. He and his family went to Los Angeles, Santa Monica, Tia Juana, etc. and visited various night spots including the famous Cocoanut Grove of the Ambassador Hotel. Now Williams is home, broke, and ready for another year of hard work . . . Dispatcher *William Johnson* was on his vacation but did not leave the city; we understand that he got his house painted, and it was no amateur's job either . . . Motorman *Thomas Evans* spent his vacation fishing; we know he had a good time, but no one seems to know just where he went . . . *Edward Miller* went to Los Angeles on his vacation, but we understand he came right back as he couldn't find a room. He had a good rest anyway.

Geneva Division

Did you hear about Motorman *"Mose" Willard* composing a new song entitled "The Lady with the Bustle"? . . . Division Superintendent *Jim McDevitt* returned from his well-earned vacation looking a picture of vim and vigor. The Skipper of Geneva intends preparing his trailer for next year's outing; apparently sleeping in the wide open spaces doesn't agree with some City boys . . . Motorman *F. D. Marshbanks* holds the gilley room spotlight demonstrating his ability in the art of Judo; it is rumored that Marshy will do his wrestling with Mr. Stork in the near future . . . Motorman *Irby Lowe* celebrated his 62nd birthday with a bang-up beer party which was held at his brother Al's beer garden located in Redwood City . . . Dispatcher *George Taylor* has moved to his new residence which he has named "Palacia De Geneva". Some of the boys and girls are still waiting for that housewarming party, George . . . Conductor *Charlie Hood* has changed his vocation from butter maker to auto painter, and for proof, Charlie's old Chev has a new coat of bright emerald green. Dispatcher *"Daddy" Mahoney* says all Charlie needs for entrance through the pearly gates is the yellow harp painted on the rear of the old gal . . . Instructor *Frank Carroll* was seen searching the Geneva Office for his eyeglasses, which were sitting on his nose . . . Conductor *Bill Vogel*, Geneva's ace bowler, would like to contact any of the boys who would be interested in forming a bowling team for the winter tournaments. Bill's average is now 72 . . . Night Receiver *George Hanna* is spending his vacation in Milwaukee and is apparently enjoying that city's famous beverage . . . Conductor *James Erickson* is in St. Mary's Hospital, suffering from injuries received while stepping from an auto, and Conductor *Ray Kelly* is in S. F. Hospital, Ward 1, after undergoing an operation which apparently was successful.

Turk and Fillmore Division

This Division is proud to have this space allotted monthly in this railway magazine, and any bit of news gathered by members of this division will be printed in this column as space allows . . . Conductors *Ralph Coverdale* and *George Tanzer* lately returned from active service in the Pacific and are now on active duty on the No. 31 line. Welcome home! . . . On the sick list: Motorman *Emil Zander*, who went fishing on his day off and broke his leg, from last reports is resting comfortably . . . Conductor *E. Allen* who was knocked down by a street car, is also coming along all right . . . Motorman *William Powell*, injured on duty and off over a year, is doing as well as can be expected and is at his home . . . *D. J. Mattley, R. Smith, Dorothy Toines, Frank Gracia* and *Dorothy Williams* are all on the sick list and all reported gaining in health daily. A speedy return to health to you all from us all! . . . The following members have recently returned from vacation: *H. A. Hagemann, L. M. Martin, N. J. Bordeaux, Vito Chiechi, C. J. Brice, John Mahoney, C. F. O'Leary, Fred Blacklock, C. A. Lawson, C. J. Guerrero, Luella Calloway, Ethel James, Frank Orsi, M. F. Montoya, James Schoonover, J. Stevenson, Jimmie Johnson, Jay Longfellow, D. J. Mullins, Emil Carlson, John O'Brien, J. J. Mammini, A. L. Lambert, Vernie Page, Margie Delone*, and Dispatchers *Bill Hutchinson* and *Al Logasa* . . . Daily seen and heard around Fillmore just before going to work in the early mornings: *Charlie Gallo* with his morning solo . . . *Alex Stephen* with the daily newspaper . . . *Mary Avney* with the baseball scores . . . *Johnny Fields* with the racing form (and he has plenty of company too) . . . and not to forget *Casey* with the broom. We have a good group of workers here and they all look happy too.

Office Gossip

Vacation time found *Donald Mazzoni,* General Claims Agent, in Los Angeles. He returned sooner than intended due to very warm weather; possibly a handsome lad named Ronnie had a lot to do with it . . . *Joan Gammill* spent her vacation in Oregon but was glad to get back to that new bungalow of hers . . . *Alyce Gates* of Personnel vacationed at Santa Cruz and has been looking dreamy-eyed ever since . . . *Frank Manning*, the genial Irishman, was up on the Russian River with his wife and the three little Mannings. Judging from the postcards, it's quite picturesque up in that neck of the woods . . . *Bernice Haggard*, who believes in seeing the home front first, took herself off on a "rubber-neck" bus and toured all the points of interest in San Francisco . . . *Kay Maloney* of the General Manager's Office spent her two weeks at the Russian River . . . . Former Inspector *Wm. H. Bartow*, who resigned from the Schedule Department in June, is now managing the Sun Valley Tent and Awning Company in Los Angeles . . . *Connie Daly* of the Personnel Office became the bride of Joseph Morena on August 11th in Carmel. A wedding supper at the LaPlaya Hotel followed the ceremony . . . *J. D. Brogan,* General Supervisor of Schedules, was recently feted at a birthday luncheon at the Cliff House . . . Other birthdays were those of *Joan Sadowski, Phil Povey, Frank Hunter, Bess Ogilvie, Wm. H. Scott, George Lewis, Marie Erlwin, Margie Hauser, Emma Bellezer, Eleanor Kenny, Elizabeth Colclough* and *W. F. Mitchell* . . . Claims Investigator *Harold Worcester* and his San Jose Red Devils were one of the outstanding bands in the Shrine Parade . . . That complacent expression on *Dan Galvin's* face is due to the arrival of a son, Michael Joseph, on August 11th . . . *Earl Ryan* is also looking pretty smug about the birth of a granddaughter on August 12th . . . If anyone desires information pertaining to his late appendix, *Roland Stark* will be pleased to answer all questions . . . Ask *Jim Jose* where his timecard was found last month? . . . Anyone interested in joining the Municipal Railway bowling team should contact *James Duffy* of the Accounting Department, the Municipal Bowling League, composed of teams from the various City Department, will commence play about the middle of September.

The Municipal Railway Office Soft-Ball Team clased their League Schedule with an 8 to 6 victary aver the Engineering Department Team. This put the Office Team in 3rd place tie with the Garage Team, whase picture will appear next manth. The players above are (1st row) Anthany Radetich, Rema DeLuca, Dennis Devine, Ray Farrell, (2nd raw) Michael Merdich, Michael DePineda, Lloyd Imeldi, (3rd row) Dan Galvin, Edward Odenthal, Frank Luttringer and Jim Pagee. Unable to be present far the picture were Bayd Morrison, Earl King, Herman Warnecke, Angela Landi, Ernie Cardini, Jim Dickinson, Jim Kavanaugh, and Manager Merlin Henry.

Our Sister Utilities

R. J. "Mac" MacDonald, Secretary of the Public Utilities Commission, is driving a new Oldsmobile delivered this month . . . The General Offices must have a corner on the new car market because *Elmer Armstrong* also has a new automobile . . . Considerable concern has been expressed for the apparent failing health of Hetch Hetchy's *Charlie Reed*, but it has now been determined that he is suffering from an exaggerated attack of Toxiphobia! . . . *Leona Faucett*, Communications Clerk at the Airport, has been vacationing at Lake Tahoe . . . *Ruth Fox* of the Bureau of Light Heat & Power has become air-minded; she flew to Reno to spend her vacation at her family's ranch . . . *Joseph Baumann, Jr.*, recently discharged from the Navy, is the new bookkeeper at the Airport . . . *Edna Leopold*, Hetch Hetchy, is flying to Helena, Montana, then to Washington, D.C. and New York . . . His many friends in the Water Department were shocked to hear of the sudden passing of *John Joost*, who retired from the Waterfront Office last year . . . *George Delap*, Light Heat & Power, flew to Reno to meet his wife and daughter who were vacationing near Blairsden . . . *Delph Wehner* of the Airport says they are dumping 30,000 yards of fill per day now.

TROLLEY TOPICS

MUNICIPAL RAILWAY S.F.

l SEPTEMBER. 1946 Number 8

FIRST TEN NEW MUNICIPAL RAILWAY BUSES
ARRIVE IN SAN FRANCISCO

Trolley Topics

Vol. 1 SEPTEMBER, 1946 No. 8

Published under direction of the
PUBLIC UTILITIES COMMISSION

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Garage Exhaust

Following an intensive period of extreme leisure, there isn't much Exhaust from the Garage to be noted. (Ed. note: to smell either). The vacation interlude has been successfully negotiated. The annual trek into the backwoods has been completed and the toil and labor over flat tires has passed; no longer need we get up at the crack of dawn in order to be at Wits End or Frog Corners by nightfall; no more strange hard beds or indigestible food; no longer need we fret over poison oak or a back burned red by the blistering sun; no more treacherous mountain roads leading to beautiful streams where the fish won't bite. At least, no more until next August . . . With a very low bow, I salute my illustrious assistant reporter, *Hank James,* for his August Prattle column. Incidentally, cigars were on Hank last August 22, on account of brand new Donna Marilyn . . . Our most eligible bachelor, Foreman *Lin Lofstedt,* has taken unto himself a wife. Best wishes go forth to Lin and Estelle . . . Sincere sympathy is extended to *Mary Ellen O'Connor* and *Chips Farrenkopft* in their recent bereavement . . . Other commitments have made it necessary that *Bert Stevens* relinquish the job as manager of the Garage ball team. Bert did a bang up job of organization, arranging schedule, promoting funds for equipment and as official scorekeeper for all games. We wish the newly appointed manager, *Pete Morgan,* continued success.

Radio System Will Speed Service

"S.O.S. Car in distress at Third and Market!"

Calls like the above will bring speedy aid when the new radio system is ready for operation, probably some time in November. The communication system is designed to speed up and equalize service throughout the Railway. Receiving and sending sets will be installed on ten automobiles to be purchased for Inspectors, on wrecking trucks and other service vehicles, and on the cars of the General Manager and all officials of the various operating departments. This will enable them to keep in constant touch with the traffic situation and will speed assistance to the scenes of accidents.

Another note of progress now under way is the installation of a headway recorder system. Automatic recorders will be installed at various strategic points throughout the Railway. Whenever a street car passes this point, its movements will be indicated on a graph in the control room now being contructed at Geary Division.

Shop Notes

The procession of green and cream cars and coaches is continuing to flow from our Paint Shop and, at this writing, the end of August brings us 11 more vehicles in the new design to be added to those already in service. Facilitation of this program will result through completion of the new paint drying equipment now being installed, and it may not be long before San Francisco may boast of uniform-colored carrier fleets of which they may well be proud . . . The arrival of 19 spanking new 44-passenger motor coaches during August (28 as of September 7th), has also enhanced the modernization of our rolling stock which is increasing speedily adding to the comfort of our riders . . . Vacationing from Elkton Shops during August were *Charles Ashcraft, Joseph Bordin, Joseph Barbetti, James Cameron, Samuel Dudunc, Louis Fisher, Andreu Freitas, James Gardner, Isaac Hind, John Loebbing, William Murphree, Anthony Pohlman, Angelo Roregno, Randall Snider,* and *Aloysius Sullivan.* As space will not permit of individual stories from a list of this length, suffice to say that from reports received good times were had by all . . . We are glad to welcome back from the sick list *Arthur G. O'Toole* and *Louis Schnarr* who were absent for extended periods, and to those who have been unable to return, we extend our best wishes for speedy recoveries.

Thank You!

The picture of the class studying for the Inspectors' examination was taken by Jerry Oakes. Lorin Silleman took the photo of the garage baseball team. The cover picture and the remaining pictures in this issue were taken by George Fanning and Marshall Moxom.

Geary Division

"EX" NEWS: Ex-Conductorette *Minnie Much* dropped in on us the other day looking fine and quite busy taking care of all the little "Muches" . . . Ex-Motorette *Peggy Luxem* working as a waitress on Powell and Geary and doing fine . . . Ex-Motorette *Martha Green* working as a bookkeeper at the American Trust Bank, O'Farrell and Fillmore, says "Come in and say hello" . . . Ex-Motorette *Verna Bates* selling for Awful Fresh McFarlane . . . Ex-Motorette *Laura Olsen* busy in her little store across the street from the carhouse . . . Ex-Motorette *Dorothy Lilly* is a hello girl on the graveyard shift at 19th and Kirkham station . . . Ex-Conductorette *Lolly Sheldon* working in Plumas County and doing fine . . . Ex Marine Sergeant *Earl Bryant* now a motorman willing to give advice on guns and ammunition to anyone interested . . . Ex-Technical Sergeant *Bill Bryant,* his father, willing to give advice to the lovelorn . . . Ex-servicemen at the Geary Division now number 58 enrolled in S. F. Post No. 58, Veterans of Foreign Wars. Maybe that's one for Ripley but let's make it 158 by January 1, 1947 . . . Another "Ex" we dare not mention was Lightweight Champion of the Destroyer Fleet in European waters in 1918 and is still working as collector at Geary Division . . . Kind thought for the day: An education is what you remember after you forget what you learned.

What are you doing for the Retirement League? Don't leave it all up to the other fellow. If you want a liberalized retirement system for municipal employees, offer your help to the Central Committee.

Do you know the reporter in your Division? Get accquainted and forward items of interest to him. Upper left: **J. C. Bittles,** Potrero; **Wilma Tighe,** McAllister; **Jim Leslie,** Shops; **Joe Kennealy,** Track; **Jim Lewis,** Geneva. Upper right: **G. N. Magnuson,** Fillmore; **Mae O'Brien,** Motive Power; **Leslie Arnold,** Washington-Mason; **Fran Lubner,** Claims; **H. R. Franklin,** Sutro. Lower left: **Jim Jose,** Division & Bryant; **Julia O'Brien,** Office; **Eddie Arata,** 24th Street; **Vic Peterson,** Garage; **H. G. Wilson** (substituting for **I. D. Hester**), Central Control. Lower right: **Dolores Shea,** Office; **Robert Fish,** Geary; **Maybelle Paetzel,** Haight; **Adeline Svendsen,** Editor; **Charles Reed,** Artist.

Central Control Tower

Joe Cummings, who recently retired after 48 years service, has served as an Inspector since 1906. A great part of this time he was stationed at Market and Powell Streets where he was a familiar sight to our many patrons and fellow-workers. Joe is looking forward to a career as a chicken rancher on his place at Carmel. All the members of the Inspector's Department wish you all of the luck in the world, Joe, and we are sure this is the sentiment of all your fellow-workers throughout the Railway . . . *Phil Weinberg, Lee Harrison* and *Ray Wetzel* are all enjoying their vacation at this time . . . Our Genial Ferry Shopman, *George Economou,* is in the French Hospital suffering from a very serious illness. George is too ill to receive visitors at this time, but the fellows are all thinking of him and wishing him a speedy recovery . . . A bystander reported an act of unusual presence of mind on the part of Acting Inspector *Emile Pratt.* A crowd of spectators who were dazedly watching smoke pour out of a Market Street building had inadvertently blocked off the fire box. Pratt managed to break through the crowd and turned in the alarm. His coolness and quick action undoubtedly saved the building from considerably more damage than actually occurred.

Bryant and Division

Perhaps the fact that no street car barn is attached to this department may be the reason why no one knows of our existence. We have Department Head *Earl Southard, Jim Jose, Victor Schulz, Myrtle Loebbing, Wilma Farrance, Cecile Le Gallee, Myrtle Loomis, George Tilton, Bert Clarke,* and *Gregory Quintana* working in the office. They keep the records correct and order the needed supplies . . . The employees who work in the storeroom are *Joe Beck, Bill Ford, John Spittle, Mario Spinetti, Tom Larkin* and *Akira Horikoshi* . . . This department has recently mourned the death of Mr. Beecher Irving Bangs. Starting work with the Market Street Railway in 1902, he had been working as General Storekeeper when he passed away on his 69th birthday, August 27th. He will be missed for his many courtesies and his good nature by his many friends.

A fishing rod according to some wives, is a pole with a worm on each end. (The Houghton Line)

The Garage is very proud of its fine baseball team pictured above. They are (kneeling) Frank Mosby, Manager Bert Stevens, Jim Griffin, Ed Amiot, and Charles Jauch; (standing) Charles Schwieger, Frank Scherzer, Fred Boehme, Al Flores, Clarence King, Joe McCarthy, Larry Wollangk, Joe Castro, and John Bacigalupi.

Sutro Division

Conductor *Harry Cohn*, who spent his vacation with his family at Hoberg's, claims he had a good rest and enjoyed himself up in the hills. His cabin was one of the best . . . Yes, he did fill in during an emergency and it was Conductor *Morris Marks* operating the front end of a "C" line car going inbound on Clement Street. The boys thought Marks was lost, but such was not the case. There was a blockade on the "C" line and they sent him in via Clement Street . . . The boys and girls of Sutro Division were happy to receive the new type August issue of "Trolley Topics", and many favorable remarks were passed about it . . . *H. L. Ranson* has returned to duty after having been off a short time due to an injury. He had a narrow escape when he stuck his head out from the rear platform into a parked truck . . . *Gerald M. Bidgood* is building himself a place in the country at Woodacre. He has all the modern conveniences and we wish him success . . . Motorman *Horace W. Vinson* is sick and confined to a Hospital and we wish him a speedy recovery . . . Conductorettes *Ana Lee Fuller, Lucille P. Johnson, Gertrude V. Dupree* and *Mary Page* all have been sick for several weeks, we hope they are fully recovered now . . . Motorman *Myron E. Grimm* and Motorman *Achille Carmazzi* have been bothered with lumbago recently.

Track Department

September 5th was a great day for General Superintendent Frank Sheehan and his staff when they moved into their new offices located in the building just completed on Turk Street between Fillmore and Webster Streets. All who have visited this new and modern unit leave with praises for the beautiful color schemes in the various offices done in pastel shades of blue, brown and green, the modern air conditioning and heating, and accoustical ceilings. Our thanks go to the Public Utilities Commission, *J. H. Turner*, manager of Utilities, *Wm. H. Scott*, General Manager of the Railway, *L. V. Degnan* and *C. E. Maury* of the Utilities Engineering staff and others for planning and completing these modern quarters now known as "The Turk Street Office Building" . . . *Anita Roblyn* began to think she was in the Real Estate business from the number of inquiries about renting rooms in the new building while it was under construction . . . Vacation News . . . *C. C. McMullen* up to the Russian River, *Sam Knowles* seen cruising around town in his Buick, *Ralph Briggs* down Turlock way likes the hot weather and watermelons, *Tom Duffy* says he will take Shasta County any time; *Dan Coll* and family visited Los Angeles, *Tim Sullivan* was at Seigler's and says the talent and meals were up to par.

Track Department

We are happy to see the smiling face of *Smoky Moss* around the Car House in the early morning hours even when he is on vacation . . . Conductor *L. E. Brown* did get into more trouble; after returning from an extended sick leave from an accident that occured while trying to board a moving car, he came to work about two weeks later with a nice black eye . . . Many of the boys would like to know why *Dixie Sawyer* stopped his car at Parker Avenue on payday and wandered to the curb as if looking for a dime . . . Our genial starter in the Carhouse Yard is vacationing in Calistoga. We understand that he is teaching the twins how to walk . . . Everyone at this Division wishes to express his sympathy to Motorman *H. Gow* on the loss of his wife; also to Conductorette *Elizabeth Jones* on the death of her mother . . . Motorman *E. L. Benson* visited in the mountains north of Reno and on his return stopped for a few days in Stockton . . . Conductor *Dan Mullins* and his wonderful family visited in New Orleans on his vacation. Dan states that the street cars have the right-of-way at all times in this wonderful city . . . Motorman *G. Rowan* worked for nine years at this Division without so much as bending one fender. He states that it is not just a case of luck, but to keep awake and be smart enough to see ahead and outguess the drivers of the automobiles.

Washington and Mason Division

Conductor *John Hurst* spent his vacation doing the work he loves. This year he was director of a Boy Scout camp in beautiful Marin County. For the past nine years he has spent most of his spare time in working with the Boy Scouts. You often see him with his boys going swimming or in some other of many scout activities. He works with the boys in his capacity as scoutmaster and also as their friend. Good work, John . . . Conductor *Russell Champion* took his family down to Los Angeles to spend part of his well earned vacation . . . Why the patch on *Boyd Cunningham's* forehead? Well, he had the misfortune of being in an automobile accident. It happened in Oakland on his way home from work . . . Gripman *James Skelly* and Conductor *Woodrow Thornton* have just returned from a nice visit to Chicago.

Haight Street Division

Stanley Hearst, former Dispatcher, is now on the road as an Inspector. Taking his place in the office, is *Carl Moeller,* from the Geary Barn . . . *Ralph Strawn,* Superintendent, returned from his vacation with a big grin. That's all we needed to know that he had a good time. We didn't even have to ask . . . *Irene Green* was off on the sick list too long we think. Glad you're back, "Pee-Wee" . . . One of the Old-Timers we have always admired for his quick wit and sense of humor, is *Charles McGill.* Now we hear he has retired. When we say we will miss you, Charlie, that is putting it mild . . . Just for the fun of it ask *Judd Jorgenson* to take his hat off. Frankly speaking, would any of you fellows have the nerve to do what he did and still grin? Orchids to you, Judd . . . Now *Luther Howard* really can go places. He finally found a nice little coupe to run around in. Lift, Mister? . . . A Lady asked Motorman *Leonard Johnson,* "Please, Sir, will I get a shock if I step on the car track?" Wisecracker Johnny replied, very seriously: "No lady, not unless you put your other foot on the trolley wire" . . . Some men are very good walkers, and others aren't so good. There is one way to find out; try walking up Market Street in a Labor Day Parade. We know we couldn't have done it without the usual famous last words: "Brother, my poor aching feet."

Motive Power Department

At this writing we are happy to welcome *Alyce Gates* to our department. Alyce is not a stranger and would be happy to see any of her friends who happen to be passing by Turk and Fillmore . . . *Harold Mayers* arrived back from a most enjoyable vacation spent with his family in Napa Valley. If you happen to be strolling along the beach on Sunday mornings don't be surprised if you run into Mr. Mayers and his adorable little daughter in wading . . . *Fred Cook,* whom we fondly call "good old reliable", will have to buy a new hat; he is so proud of having just returned from a trip to Chicago where he visited with his daughter who has two lovely children. The next time you meet Fred have him show you their pictures . . . . Operating Engineers *William Burch* and *Stuart Peterson* still going strong inspecting cables day and night —keep up the good work.

Potrero Division

To all who are still on sick leave, we send our best wishes for a speedy recovery . . . .Conductor *Odin Hay* is thinking seriously of starting a chicken ranch. Wonder if he has ever had any experience in handling eggs . . . *Patrick Dennehy* says that the trouble here is that the street cars are not big enough to handle the crowds. In his home town Pat says they handle double-deckers . . . *Morris Guttman* says he is thinking of getting a pair of gloves to keep his hands clean when changing ends . . . Motorman *Leslie L. Foster* is training to become an opera singer. How about it, Les? . . . If anyone wants any information regarding how to care for rabbits, see Conductor *Jack Bartlett* . . . Dispatcher *Frank McBean* did a lot of fishing on his vacation, but the fish are still on ice . . . Motorman *Charles R. Jessup* says that if anyone is ever looking for him he may be easily reached on Market Street. Window shopping, Charlie? . . . Motorman *John H. Coleman* says that a good conductor means everything in keeping your car on scheduled time . . . Attention, motormen! Watch that dangerous corner. Give the other fellow the right-of-way and there will be no accidents.

There is no sense in advertising our troubles; there is absolutely no market for them.

Our Leave Department handles approximately 600 requests for leave per month. With this volume of paper work, it is highly important that the correct procedure for obtaining leaves be carefully followed. In order to clarify the rules governing leaves, a meeting was held recently in the Geneva Auditorium at which representatives of all sections of the Railway were present. Attending were (1st row) Robert Williams, Silvana Osuna, Laura Byers, A. J. Schirmer, D. J. Kennealy (2nd row) J. E. McDevitt, Marie Erlwin, Esther Brosamle, Elizabeth Colclough, Sam Stern (chairman), Frank Keyer, Jim Leslie, Phil Povey, L. B. Solemink, A. A. Benedict, John Daly (3rd row) J. C. Bittles, G. G. Sawyer, W. D. Hutchison, Barbara Vujovich, Gertrude Clark, Guy Galloway, Ralph Strawn, W. Davis, W. J. McDevitt, George Taylor, Charles Lasater, G. W. Evington, W. J. Johnson, Alyce Gates and Eddie Arata.

"Courtesy Club" Gains New Members

Many letters of appreciation arrive each month praising the courtesy, honesty and efficiency of Municipal Railway employees. One such letter, pertaining to William E. Burden of 24th Street, states: "Through the kindness of one of your bus drivers, my wallet was returned. Apparently Mr. Burden found the wallet or it was given to him, but in any event he turned it into the office with everything, including $7.00, intact."

Another letter calls attention to the excellent work of Frank Silva of Fillmore. "Allow me to congratulate the 'Muni' on the motorman on the No. 31 car which passes Market and Fremont every day at noon. He is an old-timer; his number is 15, and he announces every street with a loud clear voice. Every question is answered courteously."

A minister wrote in concerning William M. McDonald of Potrero, saying, "I want to cite Mr. McDonald for kindness to old people and little children."

Roy B. Blackmon of Geary was the subject of the following letter: "My wife and I had the misfortune to have our car's battery go dead well out on Geary Boulevard, and we took one of your street cars which went only as far as the barns at 2600 Geary. Along with a number of other passengers, we got off the car at that point and attempted to hail a taxi but all were full. However, one of your motormen or conductors, a negro driving a Chev sedan, stopped and picked us up and took us to Van Ness where we caught a cab. As this was about 3:00 or 3:30 in the morning it was difficult to obtain transportation, and the courtesy of your employee in offering his services was doubly appreciated."

Shedrick Clark, Jr. of Haight Street was also commended for unusual courtesy. He was seen helping a blind man from his car and guiding him to the curb; then Clark again boarded his car and resumed his run.

A passenger writes of William Walsh of Potrero: "Conductor 346 was just about the most courteous, solicitous and altogether agreeable person I have observed. His car was jammed and he had plenty of reason for being cross, but he had plenty of patience and was kindly and gentle to everyone."

Bus Operator Louise Neal was commended by a passenger who wrote: "This letter is written to express the appreciation of the writer for the capable manner which bus operator No. 2355 operates her bus over the Church Street Extension from 24th Street to 30th Street. Due to the torn up street in connection with the new sewer work, she is obliged to drive with more than ordinary care. Many rude automobile drivers take occasion to lean out of their car doors and make uncalled for jibes regarding 'women drivers'. This bantering she ignores in a very lady-like manner and goes about her job in a professional way. It is a pleasure to ride on this driver's bus."

A Red Cross nurse writes in concerning Motoman John E. Joyner of Potrero: "This motorman was very efficient and a perfect gentleman. He answered questions only when his car was not in motion. He was, to my mind, a fine specimen of a well-poised, intelligent employee who did his work well and looked pleasant."

Driver A. R. Thompson of 24th Street was praised in a letter which states, "He was exceedingly polite to all the passengers who were crowding on his bus. He answered all requests with fine courtesy and carefully told strangers like us where to transfer to get to our destinations. (Taxicabs were hard to get.) He carefully called each stop and then repeated the call a block ahead. Three of us Peorians in a group remarked about him as soon as we got off the bus and I want you to know that this young fellow is the finest kind of public representative you could have."

Driver Wins Friends

(The following article is reprinted through the courtesy of Jack S. McDowell and appeared originally in his "Memo from Mac" column in the Call-Bulletin.)

A MUNICIPAL BUS ON CLAY street was bulging with passengers the other morning. No seats. No standing room.

The driver noticed three girls standing hopefully at the next corner, obviously anxious to get to work on time. He stopped the bus, opened the door, then called to his jam-packed batch of human sardines:

"Would you people in back take a deep breath so we can let these passengers get in the bus?"

"When everyone got through laughing, we did take a deep breath and the three girls did get on," Joe Swim, the city toxicologist and one of the bus jamees, reports.

Retirements

Joseph R. Cummings joined the Market Street Railway October 8, 1898, which gives him an outstnding total of 48 years with the railroad. He became an Inspector in 1906, and at the time of his retirement on September 6th was No. 1 on the Inspectors' Seniority List.

Warren L. Shufelt, Machinist at Washington-Mason, started with the Market Street Railway January 1, 1899. He retired on August 1st after 47½ years of faithful service.

Conductor Seth E. Thompson, Geneva, retired on August 6th after 39 years on the cars. He joined the Market Street Railway in 1907.

William T. Hunter, Geneva Conductor, retired from active duty on September 1st after 38 years service. He started to work in 1908 and fulfilled his duties continuously without a single oversleep or suspension.

Motorman Robert W. Snow of Geneva, who was employed by the Market Street Railway in 1909, left the service on July 31st.

Conductor Charles H. Nettle of Potrero was retired for disability on June 1st. He has been employed since 1915.

Conductor Charles E. McGill of Haight Street retired on August 27th. He joined the Market Street Railway in 1918.

John Mongan, Potrero Conductor, retired July 1st. He started with the Railway in 1918.

Demitrious Mamanes of 24th Street left the Railway on August 26th. He has been employed since 1920.

Albert F. Smart, Geary Motorman, retired for disability on July 1st. He joined the Railway in 1927.

Let's Not Dent Them Up

The ten new buses shown on our cover were the first of a total shipment of thirty new 44-passenger buses received within the past six weeks. In addition the Railway has on order 27 more buses, 16 trolley coaches, and 10 streamlined street cars. This makes a total of 83 new units at a cost of approximately $1,422,500.00.

One of the groups who studied for the Inspector's examination under Bill Ratto's direction consisted of: (1st row) G. D. McGuirk, George Kennedy, Cliff Thomas, (2nd row) R. M. Johnson, Ed Kearny, J. Guidi, Robert Walters, Robert Scott (3rd row) George Hamilton, Morris Less, James Wargo, W. J. McDevitt, Martin Wormuth, Martin Hacker (4th row) Anthony Campillio, Edward DeKort, Paul Colbert, T. H. Wells; (standing) Gordon Jensen, Al Lacey, Peter Duffy, Bill Ratto, J. E. Dickerson, L. H. Elston, and Frank McBean.

Sympathy

Cornelius F. Doherty, Conductor at Potrero, died July 29th at the age of 60 years. He was a native San Franciscan and had served the Railway since 1923.

Willie Hodge, former McAllister Motorman, died on July 31st at San Francisco Hospital. He was employed in 1945.

Bernard M. Connors of the Geary Shop died on August 14th. He had been employed since 1943. Our deepest sympathy goes to his mother and sister, Ethel Cullen of Hetch Hetchy.

Frank Taylor, Fillmore Conductor, died on August 6th. He was a native of Pennsylvania and started with the Market Street Railway in 1929.

James V. Erickson, Geneva Conductor, died on August 25th, after almost 40 years service. He was a native of Boston, Massachusetts, and joined the Market Street Railway in 1907.

Geneva Division

Conductor *Roy Haupt* sends a merry old cheerio from Vancouver where he is spending his annual vacation . . . *Louise Vance* vacationed in Houston, Texas, while hubby Johnnie remained at home and continually complained of dishpan hands . . . *Frank Petiti* is back working on the San Mateo Line after spending three years with Uncle Sam's Navy; Frank's cheery smile should add much to the dignity and tradition of Geneva's pet line . . . Motorman *Lionel McCarn* is very proud of his young daughter Elaine who was elected Princess in the recent baby contest . . . *Bill Strohecker* eats nothing but melons while working the Mission Owl; Conductor *John Carbone* says it must remind him of Turlock . . . It is gratifying to see some of the old timers rolling back to the Division after being engaged in other duties amongst whom are Motormen *Lannie T. Barker, Carl Umland, John Sargent, W. H. Misner* and *August Sciboula* . . . *Kenny Watters* would like his friends to know that he's having a wonderful time in and around Grant's Pass . . . The personnel of Geneva wish to extend sincere sympathy to Motorman *Lorin Silleman* on the loss of his brother . . . A certain lady passenger wished to commend a crew of the Mission line on their endearing remarks to each other. Little did she know that the Motorman's name was *Darling* (*Merle*) and the Conductor's name was *Love* (*Talton*).

Fillmore Division

Members of this division received quite a bang upon receiving their new issue of "Trolley Topics" for August which was put up first class in all respects . . . Conductor *Bryant Mears* has given the following which can be used by all of us as food for thought: "The Old-Timer can be your best help on a new job. Watch the way he works. Listen to him. He does things easier than you because he has the know-how from constant application of the rules and regulations, so listen more to what he has to say. It will make the job easier and you will get ahead quicker than the fellow who is too smart to take advice from a fellow-worker. More power to the Old-Timer and what he is doing for business today" . . . The other day a passenger wanted what sounded like Frigidaire Street and immediately Conductor *Siro Grandi* knew where the party wanted to get off. He gave the bell for the car to stop at Divisadero Street . . . Motorman *Laurence Martin* was giving Optimo Cigars away the other day. Why, you ask? He became the proud father of a bouncing baby boy . . . Conductor *Fred Reigert* says that his boy is growing bigger, healthier, and older every day. He now has reached the age of 8 months . . . Motorman *Edmund Cross* has quite a race horse by the name of Army Song and it really must be good because Conductorette *Evelyn England* and a few others have been contributing to its cause in the last 3 races.

Our Sister Utilities

The new addition to the Bureau of Light, Heat and Power is Texan *Bonnie Howard,* recently released from the Navy . . . *Bill McGovern* has returned to the General Offices after a couple of months at the Airport . . . All the co-workers of *Elton Jimenez,* Water Department, are keeping up on the plans for his October 16th wedding. The bride and groom will fly to Hollywood for the honeymoon . . . The Airport definitely believes in flying. *Ruth Montgomery* is making an extended air trip to New York, Washington, Mexico, etc. and will be gone about three months; *B. M. Doolin* recently returned from a plane trip east; and *Gene Austad* leaves September 26th by plane for Minneapolis . . . Yellowstone National Park is magnificent, according to *J. H. Turner* who spent his vacation there, but the housing, restaurants, laundry and other services are not up to the standard set by the scenery . . . *Wally Balzer* is flying to Wisconsin next month to visit friends he made while stationed at Truax Field during his Army days. . . . After 40 years of service in the Water Department, *Fred Hobro* passed away on August 30th. His many friends will miss his cheery smile.

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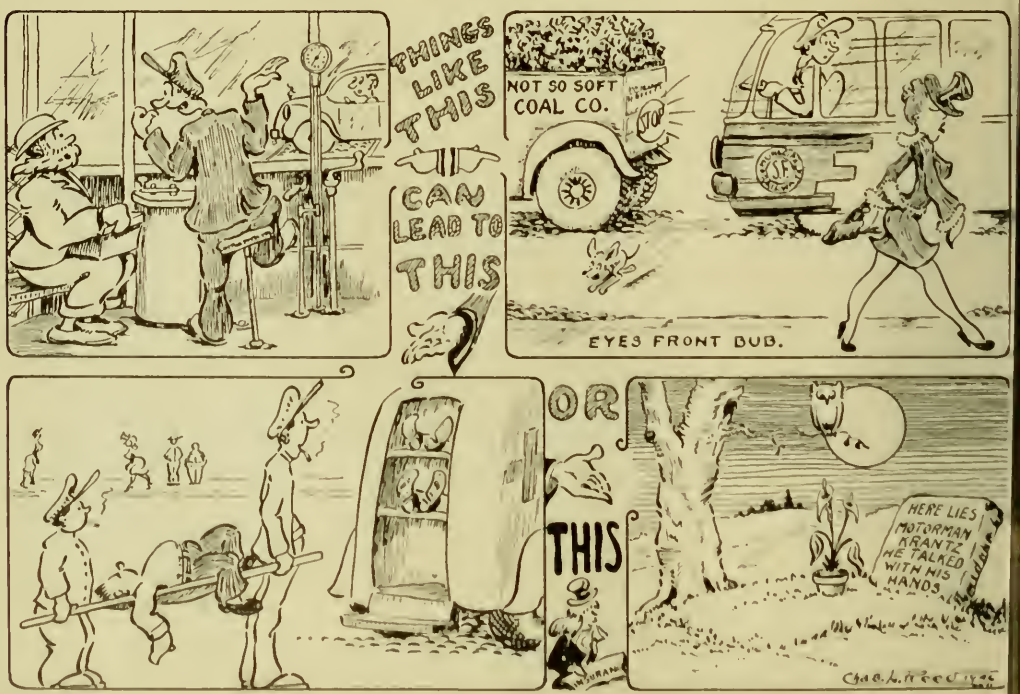
TROLLEY TOPICS
2301 San Jose Avenue,
San Francisco 12, Calif.

Office Chitchat

We welcome to the Accounting Department: *John J. Lyons,* Chief Clerk, who started at the Water department in 1930. He is in charge of purchase order procedure and stores accounts and is an enthusiastic bowler. Also *Joseph B. Crosson,* Accountant, formerly associated with the Controller's Office, who is now in charge of the new tabulating installation which will employ about 15 new punch and tabulating machine operators. His hobby is golf . . . *Walter 'Doc' Wilmarth* of the Claims Department just returned from a lovely vacation touring all the large eastern cities, including eastern Canada . . . *Eileen English,* the girl with the million dollar smile, is at home with a broken shoulder . . . *Mario Russo, Mike De Pineda, Dennis Devine* and *Ed Davenport* are now in the new offices at Turk and Fillmore handling the track and platform payrolls for that Division . . . Vacationists *Bessie Ogilvie* and *Marie Koepke* flew to Washington, D.C. and New York while *Ethel Phelan* went by rail . . . *Ruth Urbais* spent a month between Balboa Beach and Pasadena . . . We might advise *Maurice Murphy* that it is customary to take off street clothes when you go in swimming, also remove your wrist watch . . . Former switchboard operator *Adelina Kiep* is now working for the Police department . . . *Eula McVicar* is threatening to put a "Hands off" sign on *Joe Beaumont,* who has had so many tempting offers from other departments at Geneva . . . *John Clark,* the Claims Department edition of Cary Grant, is vacationing in Reno . . . *Charlie Miller,* Superintendent of Equipment, likes traveling in comfort. He started off for Lake Louise but turned back at Portland because accomodations did not look too promising . . . Accountant *Harry Pachtner* is spending a few weeks at the Airport . . . *Isabelle Karner Richards,* formerly of the Schedule Department, is now the proud mother of a boy, Stephen . . . Seen here and there: *Jacqueline Morgan* dining at Gypsy's; *Joe O'Neill* at North Beach celebrating his wedding anniversary; the *Mel Irvings* at the Tonga Room . . . Our sincere condolences go to *Alice Grant* and *Angelo Landi* on the deaths of their fathers . . . Famous last words of *Frank Bockmeier,* "Wait, I have a man on the phone."



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MUNICIPAL S.F. RAILWAY

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1 OCTOBER, 1946 Number 9

Trolley Topics

Vol. 1 OCTOBER, 1946 No. 9

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Division & Bryant

We now have new General Storekeeper *Joseph Frantz* with us. He has been transferred from the Park Commission. He is very friendly, polite and considerate. One of his hobbies is hunting deer . . . With vacations over for most of us down here, our next concern is the coming wedding of *George Tilton*. George is so jittery every time the telephone rings . . . The reporter for this division, *Jim Jose*, is off on a flying trip to Detroit to see his parents. Have a good time, Jim.

New Building Brightens Turk and Webster

The new Turk Street Office Building pictured on our cover, though small, embodies the latest principles of modern design. Charles F. Maury of the Utilities Engineering Bureau was the architect for this attractive and utilitarian building, and he takes a justifiable pride in his "baby". After spending much of his time for many years working on plans for remodeling delapidated quarters, he says it was quite a treat to design this gleaming new structure.

The building houses the track department office staff, the instruction department, and the payroll department. There is a small auditorium for the use of the instructors in training new employees, and a little lunchroom for the convenience of the personnel.

The exterior color scheme is cream and brown, and the offices are done in pastel tones of blue, green and brown. There are venetian blinds throughout, asphalt tile flooring, fluorescent lighting, accoustic ceilings in all offices, and an air-conditioned heating system.

The new tenants, previously unspoiled by such comforts, are still somewhat overwhelmed by all this splendor.

Sympathy

Daniel Giannini, Geary Motorman, died September 4th. He had been with the Municipal Railway since 1917.

John A. McCarthy, Potrero Motorman, died September 4th. He was employed in 1944.

George P. Economou, Sr. ERSM at the Ferry Terminal, died September 22nd. He joined the Railway in 1913.

Progress Made in Solving Transport Problem

Improvements are steadily being made in our transportation system, long handicapped by the difficulty of getting replacements for equipment of any kind. The purchase of nearly one and a half million dollars worth of rolling stock, some of which has already arrived, was a major step forward in improving service.

In addition to this the Board of Supervisors has appropriated $750,000 for the reconstruction and replacement of track and roadway. Of this amount $410,000 will be spent to replace the inner tracks on Market Street. This is the first step in the implementation of the Newton plan, which calls for the elimination of the outer tracks on Market Street and the substitution of trolley coaches for some of the street cars at present operating there.

Cable Cars Charm Visitor

Part of the enchantment of San Francisco lies in its cable cars. They fascinate visitors and residents alike. The following is an excerpt from a letter written by a California Packing Corporation executive and is reprinted from the Del Monte Timely Topics:

"Our plane fares to California cost $256.28 and the fares on your cable cars are 10 cents each, but for sheer enjoyment the charges should be reversed. We have been on them eight times today. I have helped turn the car on Fisherman's Wharf and rung the bell with a lusty swing. Your cable cars are God's gift to an upset world.

"When I retire I think I am going to apply for a job as bell ringer on the cable cars of San Francisco.

"My wife, who is a native Californian and thinks that San Francisco is the first city of the world, has applied the term 'sophisticated' to it. Without detracting from this description, I give you the cable cars of San Francisco—that human friendly gesture which makes San Francisco a really great city."

Putting the finishing touches on the Community Chest car are Painters Thomas Whitemon, Arthur Holmer and Rudolph Ruiz. Foreman Oscar Larson is giving them a few pointers.

Vote YES on Charter Amendment No. 1

Unions Sponsor Courtesy Campaign

The courtesy campaigns conducted by the two unions have shown gratifying results, as evidenced by the many letters of appreciation from passengers.

The CIO Union, Local No. 250, under the direction of President H. S. Foley, has been issuing mimeographed bulletins to its members pointing out the importance of courtesy in dealing with the public. *"The biggest single factor* in guaranteeing the passage of Charter Amendment 1 is the courteous conduct of the men and women operating the buses and cars," states one release. Another brings out the important point that "practicing courtesy and safety will become a habit insuring good public relations for the future as well as the present."

The AFL Union, Local No. 1380, under President James Wilson, has posted colorful signs at all division points. The heading reads, "Every act of courtesy wins votes for higher pay," and listed are ten suggestions as to how to promote good will. Attention is called to the fact that the attitude of the voters in November will be largely influenced by the behavior of the carmen today.

These union-sponsored campaigns are an excellent example of how the unions and management may work together to the advantage of all employees and for the betterment of the Railway. Any improvements by management in better equipment or working conditions, or by employees in better service, promote the welfare of all.

Geary Division

Best wishes go to Conductor *Leo Bunner* who is recuperating from a rather serious operation . . . Many of our boys took the recent exam for Inspector. Vague guessing prevails about the barn as to who is highest. What a surprise might await some of the boys! . . . Be sure to see Conductor *W. J. Costello* or Motorman *H. Phillips* each payday. It's important . . . An unpaid and unwelcome passenger hid under a seat on a "B" car recently; it was necessary to call the pound to eject the 4-legged mischief-maker . . . We are glad to see *William Clifford* back on the job after five years in the Navy . . . Motorman *Bob Fish,* who is also reporter and poet for Trolley Topics, is at present vacationing in Reno . . . *Arthur Thomas Abbot,* better known as "Q" Abbot, has six good reasons for wanting to be "the best conductor on the Muni Railway." They are Kathleen, age 18; Florence, 16; LaVerne, 13; Patricia Ann, 11; Edward, 6; and Arthur Jr., 3 months.

Pat Donigan Has 28 Year Safety Record

The angels must have him by the hand, according to Pat Donigan, who has no prescribed formula for his 28 years of service without a chargeable accident. Pat does admit, however, that he allows a few seconds extra for the unpredictable motorist to show his intentions, and he pays strict attention to all traffic rules, so perhaps he is not leaving it all up to the angels!

Donigan has received two citations from the Public Utilities Commission commending him for his excellent record. He joined the Municipal Railway in 1918 and worked out of the Geary Division for 27 years. Last year he transferred to Turk and Fillmore.

Studies have shown that married men are usually the safest operators, but Pat confounds this theory by being a bachelor. He is also Irish and speaks with a delightful brogue. Perhaps he carries a bit of shamrock to ward off trouble, but whatever the method, a lot of other motormen would like to know his secret!

Formula for a sure accident:—two parts of alcohol, one part of gasoline and one-hand driving.

New Retirement Plan Affects All City Employees

Under the present Retirement system inaugurated in 1922, some 15,000 municipal employees, who pay one-half the cost of retirement allowances for old age, disability or injury, actually face hardship at the conclusion of their city service. The record shows that of all the men and women retiring, the city's contribution to 83% of them is less than $50 per month. Under the present system, in order to receive approximately one-half of their regular pay on retirement, a man must have worked for the city at least 40 years and women employees are required to work more than 45 years.

Charter Amendment 3 provides for optional retirement at age 60 under certain conditions, and for mandatory retirement at 65. After working for a period of 30 years for the city and county, employees at the age of 60 years shall receive half-pay retirement. This is not a radical change in the existing plan, but it is a movement offering a little more equity and comfort to the senior employees of the municipality. City employees will continue to pay their one-half share of the retirement installments.

Tell your friends the facts. Ask them to vote YES on Charter Amendment No. 3.

Haight Street Division

After *Harold Butler* took three of his mobsters, *Jimmy Neubert, Bob Code,* and his Moll, to see "The Killers", they got caught in the big Veterans' parade. That shivering experience, beside the picture, was enough to really hurry them back to the safety of good old Haight Street . . . Watching *Bill Hill* munching a very juicy ice cream cone the other day, Motorman *J. Quinn* couldn't resist the temptation to push the cone in Bill's face. Bill, grinning from ear to ear, stepped back about four feet and quite accurately let fly with the cone right in Quinn's face! A real slap stick comedy! . . . Just returned from their vacations were *Louise Grossman, Luther Howard, George Thomas, Richard Biermann,* and *Monte Allen.* When asked if they had a good time, all they did was grin! . . . Just a tip: It doesn't do any good to complain about the weather. We should learn to take what the weather develops.

People are funny; they spend money they don't have, to buy things they don't need, to impress folks they don't like.

Vote YES on Charter Amendment No. 1

Courtesy Wins Praise From Public

"I have traveled considerably over this land of ours and I want you to know that *never,* anywhere, have I found street car conductors comparable with yours. They have shown me such delicate consideration and seem to feel an obligation toward seeing me safely to where I want to go . . . I find them universally interested in the welfare of patrons, courteous and very conscientious."

This is the opinion of the Municipal Railway personnel as a whole expressed by one woman passenger. Obviously not every employee lives up to this estimation, but there must have been many who contributed to this favorable impression.

Other letters call attention to the courteous conduct of certain individuals. For instance, George Brandley of Washington-Mason was the subject of a letter stating, "He helped mothers with little children on and off the car; he assisted elderly people and saw to it that they were seated before ringing for the car to proceed; he helped others with transfer trouble and more little items than one could name."

Another letter refers to Jesse B. Griffith of McAllister and describes her solicitude for two blind people who were passengers on her car.

A. R. Thompson of 24th Street, who received mention in this column last month, was the subject of two more letters of commendation describing his unusual courtesy and efficiency.

A stranger to San Francisco wrote in to praise Acting Inspector Kenneth G. Scott, saying, "Not knowing my way around, I approached this inspector for information; not only did he give me very exact and courteous directions, but he told me of a number of other points of interest that I subsequently enjoyed seeing."

Conductor F. A. Fisher of Haight Street was commended for his helpful conduct which was called an "outstanding piece of public relations work."

A newspaper columnist noted Fletcher Moss of McAllister for his courtesy to an elderly woman who boarded his car.

Richard E. Adams of Potrero and Acting Inspector P. J. Riordan were both commended for their smooth handling of a difficult situation involving an intoxicated passenger who was annoying a woman on the car.

A letter commending Goldie Eatmon of McAllister reads: "The courteous attitude of Conductorette No. 1532 toward everyone in general and toward one very exasperating lady in particular, impressed me deeply."

James F. Wargo of Potrero was the subject of a letter of gratitude for his "unfailing courtesy."

Praising Ellis B. Seals of McAllister, a passenger describes five separate instances of unusual courtesy performed on just one trip. In addition, "he is very clean and his clothes are always well pressed. Thank you for this conductor."

Alfred J. Giordano of Potrero was praised for outstanding helpfulness to two women, each with a child in a Taylor Tot, who alighted at Forest Hills Station.

An Army captain wrote in to commend William L. Thames of 24th Street stating, "This man is very courteous in answering inquiries about transfer points, etc."

A letter of thanks for the cooperation of Railway employees in the Admission Day parade mentions John Comaich, Charles McGuire, William White and Harry Simmons of 24th Street, who worked hard to make the parade a success. Division Superintendent W. R. Mason was also praised for his helpfulness in making the arrangements.

Insurance companies tell us a great many accidents happen in the kitchen . . . yes, and we've had to eat some of them!

Track Department

Engineer *J. H. Harwood,* who retired after many years of service with the City, is now taking life easy in Mill Valley. His many friends wish him good luck and happiness . . . September was a gala month for lovers of parades but not for Switch Repairers *Tom Duffy, John Hauber, Jerry Keohane,* and *Pete Marcolini,* who were kept busy keeping switches in shape for the rerouting of cars. Congratulations to the above for a grand job . . . *Frank Cassidy* had a grand time in Chicago . . . *Joe Noyes* returned from vacation without his usual deer . . . Our sympathy goes to *Ralph Briggs* and *Joseph Shemanski* in the loss of their fathers . . . To vacationers *Red Cooney, Jim Anomeris, Martin Scanlon* and *Joe Duyer,* we hope you have a good time.

Potrero Division

Freddie Brown says that he prefers day work all the time if possible. Freddie was just recently married. Congratulations! . . . Our night dispatcher, *Bob Williams,* is expecting that new Chrysler real soon. Don't lose hope, Bob . . . Motorman *R. R. Wilson* says that directing traffic is not half bad, but he thinks he will continue on as motorman for the present . . . The 33 Trolley Coach line is now operating from this division. We welcome each and every operator who came over with the line . . . Motorman *Fred C. Harang* says that from now on he will warn his passengers not to run for the street car. Fred is speaking from experience . . . REMEMBER—Safety pays if you are careful; YOU pay if you are not.

Vote YES on Charter Amendment No.

Public Will Decide on Pay Increase

All carmen are vitally concerned with the passage of Charter Amendment No. 1, and each one should be doing his share toward insuring its passage in November.

The Amendment provides that the wages of platform men and bus operators will be fixed by the Board of Supervisors at a rate which will be the average of the two highest rates paid on street railway systems in the State of California. These rates will be effective as of July 1st of this year. Time and one-half will be allowed for holiday work.

With this incentive, every platform man should assume a part of the responsibility for putting over this measure. The unions are doing their part with pamphlets, posters, lapel buttons, speeches and publicity of all kinds. Various other organizations have given the Amendment their endorsement. Management has supported the Amendment wholeheartedly.

However, the greatest agency for gaining public approval rests in the carmen themselves. Courteous and safe operation furnishes the best publicity we can get. Let's show the public that the carmen DESERVE a raise.

Motor-Generator Set Installed in Shops

Hard labor in solitary confinement! Such is the lot which befell the 600/220 volt motor-generator set recently transferred from the Potrero Division to Elkton Shops. Installed under the capable direction of Foreman Armature Winder Bill Roddock, this unit of power has hummed away unceasingly in its wire screen enclosure to furnish current economically taken from regular overhead line D.C. service and delivered at 220 volts A.C. to Wheel Room machinery and the electric hoist in the Armature Room, which departments are now consolidated at Elkton.

Symbolic of the class A-1 installations being made under Municipal ownership, this unit is a criterion of the better things in store that pay off good dividends in improved working equipment and production. Already outstanding among the nation's street railway shops for efficient lay-out and complete facilities, Elkton Shop may yet well become the nation's best before the current improvement campaign is over.

—J.M.L.

To ascertain a man's age, it is only necessary to observe the amount of pain caused by the introduction of a new idea.

Vote Yes on 1 & 3

The November election ballot will be one of crucial importance to all city employees. Get your family, neighbors and friends out to vote. Ask them to vote YES on Charter Amendments No. 1 and 3.

Our Sister Utilities

After two years in the Armed Forces, *Raphael Gai* has returned to the Water Department to take up his duties as a collector . . . Opera-lovers *Ethel Cullen* and *Virginia Tobias* of Hetch Hetchy were seen at the performance of "La Traviata" . . . *Russ Nichols* (Water Department) passed the candy and cigars; it was a baby girl . . . *Ann Marie Traverso* is the attractive new steno in Accident Prevention . . . Welcomed back to the Water Department after a long illness, *E. Wixom* says he is feeling fine again . . . After flitting here and there for the last three years, *Howard Emberling* (Hetch Hetchy) finally found himself a little nest way out in the Parkside District . . . *Jane Benjamin,* now Mrs. Charles Grainieri, has returned from an extended honeymoon in the southern part of the state. Charlie was formerly a Water Department employee at Millbrae . . . *Edna Leopold* (Hetch Hetchy) met Dr. Will Mann, the nationally famous zoologist and Director of the National Zoological Gardens, when she was in Washington, D.C. Dr. Mann personally escorted her through the Gardens, and the tour proved to be both entertaining and educational . . . *Harold Messersmith* of the Airport was honored by being chosen to serve on the examining board of Contra Costa's Civil Service Commission in a recent examination . . . *Elven Whelpley* (Bureau of Light, Heat & Power) is feeling very relieved now that his 4-year old son is all recovered from his operation . . . *Tom Moore* (Water Department) has returned from a trip to New York where he had a grand time.

Conductor George B. Green and his dog, Wimpy, marched in a recent parade. Wimpy is campaigning in support of Charter Amendment No. 1.

Geneva Division

Motorman *George A. Smith* sent greetings and salutations from Sun Valley, Idaho, where he spent his annual vacation . . . *Fred Gyde* is back on his favorite Mission Street run after pinch hitting in the Armature Winding Department of Elkton Shops . . . *Ash Todhunter* and family celebrated their wedding anniversary in Santa Cruz, the main attraction being Mrs. Todhunter's favorite actor, Van Johnson, working on his latest film in that area . . . *Bill Naughton* wishes all his friends to know that the operation on his hand proved successful, and he hopes to be back on the job shortly . . . Motorman *Herbert Nelson* displayed himself in a brand new uniform, white shirt and black tie. Conductor *George Lester* says a certain blonde residing in San Mateo County is responsible for this sartorial splendor . . . Relief Dispatcher *Les O'Connor* flew to Vancouver, B.C., for his vacation . . . Motorman *Mose Willard* is searching the stores for new winter underwear; seems as if Mose's pet goat was hungry for red flannel which was hanging out on the Willard clothes line.

Retirements

Jesse E. Craig, Haight Street Motorman, retired on August 31st. He had 39 years of service, starting in 1907.

Conductor James E. Walsh Sr. of McAllister retired on October 1st. He started with the Market Street Railway in 1911.

Vote YES on Charter Amendment No. 1

McAllister Division

Bill Craig, our janitor, is a very happy man these days as he became a great grandfather recently. He spends his Sundays playing with the new grandchild now . . . We see smiles on the faces of *Lloyd Bassillio* and *Al Nunes* since they married the girls of their choice recently . . . *Dixie Sawyer* is out of the hospital after an operation and is home recuperating. We hope to see him back to work soon as we do miss his arguments around the gilley room . . . *Mildred Sharp* spent a nice vacation with her brother up north and is now ready to work for another year . . . Our night dispatcher, *Bill Sharp*, returned from his vacation recently and said he had a grand trip. Only one thing wrong with it—it didn't last long enough! . . . Our best wishes go with Conductor *James Walsh*, who retired this month after 35 years of service.

24th Street Division

Superintendent *George Lewis* is back from his vacation full of energy plus . . . *Clarence Kruger* said after spending his vacation in Santa Cruz, he feels ten years younger . . . *John Cullen* spent his vacation in Los Angeles; John claims he spent most of his time trying to get back . . . *Herb Barrill* said after all the hiking he did in Modoc County, he believes his legs will hold him up another year . . . *Eddie Arata* is back, still handing out that gravy! . . . *Jerry Gonsalves* has been on the sick list for several weeks. *F. Holtzen* and *H. B. Brewer* are also on the sick list. We wish all of you a speedy recovery . . . *Frank Jackson* is still looking for recruits. If you are a veteran, Frank wants to see you. If you don't know him, just look for the guy with a cigar in his mouth.

Opera Gets New Talent

Appearing with the San Francisco Opera Company this year in several of its lavish productions were Violet Galassi of the Geary Accounting Department, Phil Povey and Clyde Onstot of the Personnel Department, and Guy Hayler of Civil Service.

Although they confess in all modesty that they were merely "supers" and did not so much as open their mouths during the performances, it is highly evident that at least some credit for our successful opera season should rest with them. Bravo!

Meet Bill Bendel

**"And still the wonder grows
That one small head can carry all he knows."**

As Superintendent of Equipment and Overhead Lines, Bill Bendel has a multi-man job. He has the responsibility of directing and planning reconstruction and maintainence of all street cars, coaches, trolley wires, feeders, sub-stations, cable machinery, buildings, shops and stores.

Everybody calls him Bill. However, on December 19, 1886, out in the Western Addition of San Francisco a very new arrival was formally greeted as William Carl Bendel.

Parental desires might have led young Bill into the medical profession but his own inclination, evidenced by a boyhood enthusiasm for bicycles and sundry mechanical contrivances guided him into a world of engines, machines and motors.

Upon graduation from Polytechnic High School in 1903 as one of Professor Bush's distinguished pupils, young Bendel began his apprenticeship as an electrical machinist at the prevailing rate of four dollars per week. Despite long hours spent at maintaining cranes and other machines, Bill continued his studies in technical matters, and the fourth and last year of his apprenticeship found Bill rapidly advancing to the capitalistic class by earning a cool six dollars per week.

In 1906 we find him at the Napa Shops of the San Francisco, Napa and Calistoga Railway. This was the first single phase alternating current railway on the Pacific Coast, and experience gained in this pioneer installation served him well in future years.

Then came the call which on December 28, 1912, brought Bill back to San Francisco as Master Mechanic of the newly inaugurated Municipal Railway with Tom Cashin as General Manager. From a nucleus of ten street cars, the fledgeling Municipal Railway grew, and with this growth Bendel carved a niche in the railroad industry as one of its leading mechanical men.

Besides his interest in the field of outdoor sports, Bill's boundless energy finds further outlets in fraternal activities. For 16 years he was a member of the crack drill team of San Francisco Commandery No. 41, Knights Templar.

Now a new enterest and hobby has crept into his life; she is Sandra, a granddaughter. While Bill likes to talk "shop" just mention Sandy, watch the smile, and prepare to listen for hours.

V. C. P.

Five Divisions Show Accident Decrease

Washington - Mason and Haight Street tied for first place in September's accident reduction sweepstakes by showing a 16% decrease in accidents over the previous month. Geneva was in 3rd place with a 10% reduction, and Sutro and Potrero also were on the right side of the scoreboard with decreases.

Accidents have diminished both in number and severity over last year, but there is considerable improvement still to be made. With the modernization of equipment and increased vigilance of personnel in observing the rules of safe operation, accidents should decline rapidly.

The scores for all divisions follow:

Wash.-Mason	16%	decrease
Haight	16%	"
Geneva	10%	"
Sutro	4%	"
Potrero	1%	"
McAllister	2%	increase
24th Street	7%	"
Geary	12%	"
Fillmore	14%	"

Notice

Trolley Topics is being mailed to all permanent Railway employees. Copies for Limited Tenure employees are being distributed at the division points.

If you are a permanent employee and do not receive Trolley Topics at your home, please notify the Personnel Department at Geneva.

Vote YES on Charter Amendment No. 1

Safety Classes Discuss Accident Hazards

If we are to prevent accidents, we must recognize the causes, correct those that can be corrected, and know how to compensate for those that we cannot correct. With this program in mind, four groups of Inspectors, Instructors and Claims Investigators are at present attending the traffic safety classes being conducted in the Geneva Auritorium by H. K. Lambie of the State Department of Education, Bureau of Trade and Industrial Education, in cooperation with R. M. Winfield of the local School District.

The objective of these conferences is to make supervisors aware of all the probable hazards so that they in turn may pass this information along and help the operators develop such a skill as will enable them to be safer men for themselves and for the Railway.

Traffic accidents are caused by (1) unsafe conditions of the driver, (2) unsafe conditions of equipment, and (3) road and traffic conditions. Studies show that approximately 88% of accidents are the result of unsafe conditions or acts of the operator. Accidents that are the fault of the operator may be laid to one of the following three factors: physical fitness, lack of knowledge or skill in operation, and emotional state or attitude.

The physical defects of drivers can be easily measured by instruments that have been developed in the last ten years. These instruments may measure one or more physical defects, and their purpose is not to eliminate drivers but to point out to them such limitations as may exist. The object of these tests is to give the employer, the supervisor, or the individual himself an opportunity to know his limitations so that he may compensate for them for his own good and that of society. Intelligent use of these tests has helped many a person to work and live safely and happily.

For instance, visual tests may show that an operator has certain handicaps which may affect his driving. Some of these defects may be corrected by use of proper glasses. Other deficiencies may be counterbalanced by using various aids and by exercising extra caution. Once the operator recognizes his visual impediment, half the battle is won. He is usually more anxious than anyone else to make the proper allowances, not only for the sake of public safety, but for his own sake as well.

Attending the safety classes for Inspectors, Instructors, and Claims Investigators were (1st row) Julius Bernstein, J. L. Buskirk, John McGuire, Frank Klein, Emile Pratt, C. P. Seeley, Stan Hearst, A. R. McCarthy, (2nd row) H. K. Lambie, Gordon Jensen, H. J. Griffith, T. H. Wells, F. A. Carroll, Ray Clark, Frank Manning, Fred Pfeifer, W. J. Campbell, R. M. Winfield and J. D. Costello.

Another safety class was composed of (1st row) L. M. Bulatoff, Mike Carpine, (2nd row) R. P. Tompkins, P. O. Peterson, Herman Behlendorf, J. P. Haslam, H. G. Wilson, H. K. Lambie, J. Salvato, J. F. Skinner, Tom Shannon, (3rd row) R. T. Spencer, Frank H. Welch, W. Wilson, K. G. Scott, P. J. Murphy, Robert Scott, F. A. Fox, and William J. Searl.

After determining the physical fitness of the operator, the next problem is one of training. In these conferences discussions are carried out on proper and safe operation of equipment. For example, which is the proper way of applying air brakes? Which is the proper way to make right and left hand turns? What are the proper speeds under different conditions, weather, and locations? How do we approach intersections? How do we recognize hazards and accidents in the making so that we can prevent them? It goes without saying that knowledge of this kind will benefit motormen and bus operators by making their jobs easier and safer.

The third factor, job attitude, is one of the most important elements in safety. A great number of our accidents are caused by men who are physically fit and know how to drive but who, for one reason or another, take chances, drive recklessly, daydream, etc. No one can deny that action of this type is the seed for an accident.

If all men can be impressed with the benefits to themselves that safe operation will bring, probably 50% of our accidents would be eliminated. It is up to each man to do his utmost to develop better attitude towards his job and the public he serves. With this kind of spirit, the future holds a much better record of accident prevention for the Municipal Railway.

Vote YES on Charter Amendment No. 1

Sutro Division

Motorman *Isadore Friedenberg* has been commended by several newspapers for excellent judgment and foresight in making an immediate emergency stop when an auto pulled out from the curb, avoiding what could have been a serious accident . . . Conductors *Thelma Thomas* and *Richard Wright* were married recently, and we all wish them luck and happiness . . . Motorman *Nic Kruer* went on the Baseball Special to Boston for the Worlds Series . . . Deer meat must be scarce; at least *Paul Vinson* did not fulfill all the promises he made before he went on his hunting trip . . . Who reports on the hour and every hour? Could it be Inspectors *Patrick J. Murphy* and *John McGuire?* We can hear them reporting in at Sutro Car House.

Office Chitchat

The football fever has gripped the Accounting Department. *Merlin Henry, Remo DeLuca, Frank Luttringer, Bess Ogilvie, Ray Farrell, Jim Duffy* and *Jim Dickinson* were among those seen at the Stanford-U.S.F. game . . . Returned from a week's deer hunting at Mineral, *Pete Beasley* says it was just like Grand Central Station . . . Superintendent of Transportation *G. W. Errington* has some breathtaking color pictures taken during his vacation in Lake County . . . The lure of the Pacific Northwest and Canada beckoned vacationists *Merlin Henry, George Quinn, Paul Frasher, Jessie Ormond* and *Carlotta Steele* . . . *Clare Periera* is back in the Claims Department again after visiting the great Metropolis . . . *Frank Keyer* claims that *Harriet Oland's* suppressed desire is to be a matron in one of our better class jails . . . A new addition to the Personnel office staff is *Dorothy Godin,* who is both charming and efficient . . . *Joe O'Neill's* daughter, Kathryn, was sent to buy a loaf of bread. She came back with two boxes of soap chips. Smart girl, Kathryn! . . . The weekly office pool was won by *Jim Dickinson* and *Angelo Landi.* The only thing wrong with the picture is the fact that Angelo picks the numbers that determine the winner! How come? . . . *Alvina Gianeschi* was welcomed back to work after a six months sick leave . . . *Bill Flynn,* who operates the "Shooting Star" messenger service between the division points, brought back some very attractive pictures of his wife and daughter taken during their vacation.

Shop Notes

The leading sports event for September is shown in the photograph of Machinist *George Anthony* and his 44-pound salmon taken off California

City and ably brought to gaff by Foreman Machinist *James Albert,* who piloted his cabin cruiser Hapiours to the kill. Aside from the glory of this prize catch, the event also caused the dethronement of Ex-Champ Machinist *Joe* (30 pounder) *Barbetti,* and George now wears the "Kingfish Crown" appropriately lettered and donated by the Armature Room. Although Joe is still trying for a come-back, the season is growing late and it begins to sound for him like "The Kingfish is dead, long live the Kingfish." Machinist *Arnold Stenfors* took the picture

Fillmore Division

Ethel Jeffers should win a prize or something for turning in a lost purse containing $3000.00 cash. Her prompt, efficient and honest handling of this affair is just another example of how we all serve the public to the best of our ability . . . *Freddie Williams,* our Line Executive, is really busy these days . . . Conductor *Bryant Mears* has a three-generation picture he carries in his wallet, and he is proud of his father, his daughter, and his grandson . . . *James McArthur* went deer hunting on his vacation—yes, d-e-e-r hunting! . . . Superintendent *Al Schirmer* and wife returned all tanned up and looking in the prime from a two weeks rest at Calistoga . . . For a man who doesn't collect neckties, *Roy York* isn't doing so bad . . . While Inspector *Charlie Gallo* was on vacation, *Eddie Allen* did a good job batting for him . . . *Francis Brosnan* has returend again to our division; welcome back, Francis, we all missed you.

"Motorman vs. Conductor"

A Motorman's job is an easy one
I've heard so many say.
He just listens for two tinkling bells.
Then merrily drives away.

He listens for buzzers along the way.
Or perhaps a bell, so soft and clear.
Why, he doesn't even have to think—
Just smile, and look, and hear.

Oh, a Motorman's job is an easy one.
As I've heard so many say!
But give me a changer on the rear platform.
I'll take that job any day!

A Conductor's got an easy job.
He sees if all is clear.
He doesn't leave a soul behind.
His intentions are quite sincere.

Oh, a Conductor has an easy job.
But I wouldn't trade him mine.
For traffic doesn't put out any "guff"
And he gets it all the time.

—By Motorman R. I. Fish

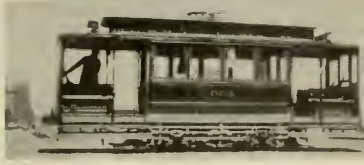
One way to get the reputation of being wise is to keep the mouth shut

Vote YES on Charter Amendment No. 1

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

l NOVEMBER, 1946 Number 10



Trolley Topics

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Geary Division

Now that the Inspectors' Examination is over, we offer congratulations to all the passers and condolences to the non-passers. Rumor has it that the Bridge entrances are being watched so *Emile Pratt* and your reporter won't jump off . . . The boys are looking forward to February 1st when the big checks are due . . . *R. A. Hartman* is now an instructor on the lines. Congratulations, Russ! . . . Champion pinball artist is now Conductor *C. E. Moe*. Conductor *E. Heiser* is a close runner-up . . . Your reporter is puzzled about safety instructions for Inspectors. Why not classes for platform men, especially motormen? After all we operate the cars and many of us could and would appreciate new pointers on safety. Might avoid a few accidents.

Machinists Top Railway Bowlers

The Municipal Bowling League is now nearing the end of the first half of the season. League standings as of November 7th show the Railway Machinists as the top Municipal Railway team with 16 games won. The Railway Platform team have won 11 games. The Railway Office No. 1 and No. 3 teams are tied with 10 wins each, and the Office No. 2 team have won 6 games.

Leading bowlers of each team are as follows: Stan Rakeman, Platform, 173 average; Linn Lofstedt, Machinists, 160; John Whitney, Office No. 1, 158; Joe Crosson, Office No. 2, 141; Homer Hopkins, Office No. 3, 138.

Campaigners Did Good Job

Everyone is jubilant over the passage of Charter Amendment No. 1. An impressive majority of voters expressed their confidence in the carmen and their desire to adequately compensate them for their important services.

Many Railway employees contributed much time and effort in promoting passage of the Amendment. Deserving of special credit for their part in the campaign were (listed alphabetically) Kemp Bailey, James Brown, A. H. Caloudis, Bill Costello, Rita Cravannes, Timothy Daly, H. S. Foley, George Green, Thomas Gowanlock, Henry Jahnsen, James Long, William A. McRobbie, Thomas Miller, Fletcher Moss, James Neubert, George O'Brien, James G. O'Brien, Jerry O'Connor, Stanley Rakeman, Jack Sherry, Walter Stone, Elmer Tomlin, George Wieback, Fred Williams, James Wilson, Charles Wood, Martin Wormuth, and many others.

Washington-Mason Division

Since our last appearance in Trolley Topics, much water has run under the bridge. Several of our genial fellow workers have been on vacations, sick leave, leaves of absence, etc. Let's have a rollcall . . . *Mary Ball* has made a transcontinental tour. How do we know? Postcards from different cities . . . *Esther Borgans* spent several days in our rival city of Los Angeles. Gripman *William C. Carmon* was east, but don't mention horses to him. . . . *George Pope* will be back by the time we go to press, and our Day Dispatcher, *Paul Larsen*, has had a few days of rest. Paul has a nice new home now and we hope he will be settled soon . . . Conductors *Louisa James*, *William J. Harkness* and *George Brandley* are all back again from sick leave, but Bill had to have the misfortune to break his finger . . . *Lee Arnold*, our morning dispatcher, has been returned to his original division. Good luck, Les . . . With Les going back to 24th Street we welcome *B. C. Campbell* to our cable car family.

Division and Bryant

Now that *Bert Clarke* knows he passed his Calculating Machine Operator's test with flying colors, he can really enjoy himself on his vacation . . . Our *George Lilton's* marriage to Kathleen McLaughlin takes place on November 23rd. The newlyweds are to spend their honeymoon in Southern California.

Sympathy

With feelings of deepest sorrow the Schedule Department must record the passing of one of its most beloved and respected coworkers, Inspector John A. Ledgett, who died October 23, 1946. A veteran of both World Wars, he joined the Railway in 1929 as a Motorman and became an Inspector in 1940. He was well-known throughout the Railway, and his acts of kindness and generosity are remembered by all. A Navy Firing Squad and Chaplain officiated at his burial in Golden Gate National Cemetery.

V.F.W. News

J. D. Murdock of Potrero Division is the champion recruiter for the Post so far for the 1947 sign up. He has over 80 new recruits lined up. William Costello and Bill Bryant are also hot on the job in the Geary Division and are signing up many new members.

Every City Charter Amendment endorsed by this Post was approved by the voters in the November 5th election. These included Amendments No. 1, 3, 6 and 13. James Duffy and Boyd Morrison deserve credit for their work in organizing the Veterans to put over No. 6.

The Post intends to have its own Club some time in the future, and Comrades Costello, Rakeman and Murdock are now hard at work to make this plan a reality. Shortly after the first of the year a concrete program will be offered to the Post for consideration.

Potrero Division

We are glad to have Conductor C. Lyons back on the job again after being involved in a serious auto accident . . . Conductor H. McCarthy says that when you work owl runs for a period of time you lose all desire for working days. How about it, Mac—can't see good in day time any more??? . . . To those at this division who are on the Inspector's list, we congratulate you each and every one and wish you every success in the new position when called . . . Motorman Louis Litzius, who is doing a fine job on the "H" line, says that a good motorman never takes his eyes off the rails . . . Motorman R. J. Bini is getting to be an expert ball player now; he will probably take on the Seals next year . . . Conductor Mike O'Sullivan is thinking seriously of taking a trip back to his home town. Happy day, Mike. What town is it?

Inspectors' List

Following are the names and scores of those who passed in the promotive examination for Inspector. "V" includes 30 points for Veteran's Preference:

917.68V	Edward J. DeKort
908.96	William D. Ratto
877.30V	Floyd F. Lehnherr
874.97V	Maurice F. Ittig, Jr.
870.11V	Robert F. May
868.03	Michael O'Sullivan
850.43	Gordon Jensen
845.06	Albert O. Sandstrom
842.82	Thomas G. Howe, Jr.
840.50V	Martin F. Wormuth
834.77V	Harvey H. Mayville
832.22	Arthur C. Ryan
831.51	Robert M. Johnson
831.28	Richard J. Griffin
830.37V	Alfonso P. Taboada
827.97	Joseph F. Guidi
826.85	Thomas G. Curran
824.53V	Connie P. Seeley
823.22V	George J. Mitchel
816.14V	Paul Colbert
814.83V	Anthony J. Campillo
811.72	George R. Magee
809.46V	Albert J. Lacey
804.77	Martin P. Hacker
803.72V	Eugene F. Haslam
803.32	James E. Dickinson
802.85	Angelo J. Landi
801.92	William J. Veach
798.12V	Fred S. Pfeifer
797.48	Michael Duffy
796.97	William W. Klesow
794.89V	Frank J. Scheifler, Jr.
792.85	George A. Gayner
790.52	John J. Byrnes
789.38V	Clifford Thomas
786.14	Robert Scott
785.11	Elmer L. Sorensen
783.1	Thomas G. Miller
782.80V	George H. Kennedy
782.38V	Louis G. Bacigalupi
781.14	Andrew J. McCarthy
777.08	Herbert W. Linden
772.44	Robert J. Connolly
767.51	Robert E. Craig
766.12	Irvin R. Nelson
764.61	Thomas J. Galvin
762.17	John M. Dunne
760.30	John A. Mannix
758.59	Richmond P. Tompkins
755.09	William J. Mahoney
752.33	Lawrence H. Elston
751.07	Richard E. O'Meara
751.06	Henry C. Bobben

One of the causes of lost revenue which could be corrected is carelessness on the part of the conductor in collecting fares. Check your transfers. Watch your fare boxes. Lost revenue cannot be used to pay wages or buy modern equipment.

New Inspectors Prove Knowledge In Exam

Topping the list of those who passed the Inspector's examination were Robert May, Edward Dekort, Bill Ratto, Maurice Ittig, and Floyd Lehnherr shown above. In lower picture Chief Inspector H. G. Wilson congratulates No. 1 man DeKort.

Posting of the list of those who passed the Inspector's examination brought a sigh of relief from 53 men who made the grade. The scores were gratifyingly high and showed the result of serious study on the part of those who qualified.

Topping the list was Edward J. DeKort, Potrero Motorman. DeKort entered the service in 1939 and worked out of the Geary barn before joining the Navy in 1943. He spent two years as a radar operator, part of the time in Hawaii and the Gilbert Islands. He is married and has a 14 month old boy, Edward Leon.

Second on the list was Bill Ratto, who started as a Motorman in 1927 and has been serving as an Instructor at Potrero since 1939. Aside from his teaching duties for the Railway, he has also been conducting classes for the San Francisco School District for the past 18 months.

Floyd F. Lehnherr, in third place, joined the Railway in 1937 as a Motorman at Geary Division. He spent four years in the Navy, much of that time in the Aleutian Islands and the Pacific theatre. In April of this year he was appointed an Acting Inspector. He is the proud father of a baby girl, Lorraine Marie, who arrived on October 18th.

In fourth place was Maurice F. Ittig, Jr., who was employed as a Conductor at Geary in 1942. He spent 3½ years in the Army and served with the Engineers in France, Germany and Belgium. He is a recent bridegroom, and his wife is the daughter of James Kelly, Geary Conductor.

Robert F. May, who came in 5th, started in 1938 and worked as a Conductor at Geary until he entered the service in 1942. He spent a year with the Army in the Post Office branch. He worked for a short period as a Garageman at 24th Street and has served as an Acting Inspector since May 1945.

As space permits, the many others who did so well on this examination will be introduced in Trolley Topics. Congratulations to you all!

Retiring Personnel Have Given Many Years Service To Railway

To 36 men who extended their services beyond the ordinary retirement age during the wartime emergency, the Public Utilities Commission has expressed its grateful appreciation for a job well done. These men were retired as of October 31st due to the expiration of the Mayor's emergency proclamation which had permitted the Railway to retain them beyond the mandatory age limit set by the Charter.

To these men, whose experience meant so much in providing a vital transportation service during the war years, J. H. Turner, Manager of Utilities, sent a letter of thanks which read in part:

"As Manager of the Public Utilities for the City and County of San Francisco, it gives me pleasure to join Mr. William H. Scott, General Manager of the Muncipal Railway, in thanking you for the excellent service you have given to the Municipal transit system.

"We are well aware of the extra burden the war placed on your position with the Railway. It was you and men like you who must be thanked for pulling us through a trying critical period.

"It is our hope that in your well-earned retirement you will enjoy many of the things you have looked forward to doing."

Following are the names and length of service of the retiring personnel:

58 years

Fred G. Will, Sr. Clerk, employed December 3, 1888.

46 years

Walter T. Bivins, Superintendent of Motive Power, employed June 9, 1900.

41 years

Thomas Bragg, Haight Street Conductor, employed January 12, 1905.

John L. MacCarthy, Geneva Conductor, employed July 1, 1905.

39 years

Alfred T. Cooke, Geneva Conductor, employed May 26, 1907

William E. Hicks, Sutro Motorman, employed December 17, 1907

37 years

Fred Brostrom, Foreman Machinist, Elkton Shops, employed July 6, 1909.

36 years

George N. Cantwell, Fillmore Motorman, employed March 8, 1910

Edward E. Smith, Fillmore Motorman, employed March 8, 1910

Howard R. Bates, Foreman, TRSM, Sutro, employed July 8, 1910

Heading the list of retiring employees in point of service was Fred G. Will with 58 years to his credit. A beautiful wristwatch was presented to him by G. W. Evington in behalf of his fellow employees. Pictured above are some of the many friends who gathered to wish him well.

Ernest E. Loyd, Sutro Conductor, employed August 2, 1910.

34 years

Dennis Mahoney, Haight Street Motorman, employed January 22, 1912.

Harry M. Poteet, Geneva Motorman, employed June 23, 1912.

Archie A. Abbott, Geneva Conductor, employed September 23, 1912.

33 years

Thomas R. Rontree, Haight Street Conductor, employed April 21, 1913.

Donald W. Hodge, McAllister Motorman, employed August 11, 1913.

32 years

Dick Van Rietschoten, Geneva Motorman, employed May 4, 1914.

29 years

Francis J. Betts, McAllister Conductor, employed July 9, 1917

William A. Shroyer, Geneva Motorman, employed August 15, 1917.

Charles Mitchell, Watchman, employed August 21, 1917.

Harry N. Bishop, Washington-Mason Motorman, employed October 11, 1917.

Clarence A. Jackson, Fillmore Motorman, employed October 15, 1917.

Alfonso Giomi, Sutro Car Cleaner, employed November 2, 1917

George Lang, Geneva Motorman, employed December 24, 1917

28 years

Henry Bishop, Haight Street Conductor, employed March 25, 1918

William C. Dorgan, Fillmore Conductor, employed May 14, 1918.

27 years

Albert J. Schaap, Haight Street Conductor, employed January 13, 1919

Harvey M. Carter, McAllister Conductor, employed January 20, 1919.

John Kullman, Car and Auto Painter, Elkton Shops, employed January 27, 1919.

26 years

Torkild Jacobsen, McAllister Conductor, employed May 20, 1920.

Franklin R. Wormell, Geneva Motorman, employed September 13, 1920.

Newman D. Lee, Armature Winder's Helper, Elkton Shops, employed October 13, 1920.

25 years

William G. Davis, McAllister Motorman, employed September 15, 1921.

23 years

William T. Woods, Fillmore Conductor, employed June 25, 1923.

Joseph McClelland, Haight Street Car Cleaner, employed August 18, 1923.

Words To The Wise

From "Ohua Kaouila", the employee publication of the Honolulu Rapid Transit company come the following transit proverbs: "Curse not ye mechanic when the bus faileth, for he too hath his troubles . . . Politeness may be oldfashioned, yet verily it payeth big dividends even in this day . . . He who leaveth the end of the line ahead of schedule may arrive on time, but loseth as a friend the operator of the bus following . . . Beautiful is a tree and useful for shade, but it looketh not well with bus bumper draped around it . . . Happy is the operator who smileth in the face of grouchy passengers."

McAllister Division

We are sorry to see the following old timers leave us after all their faithful years of service, but we know they have earned a good rest: *Francis Z. Betts, Harvey M. Carter, Torkild Jacobsen, Donald W. Hodge, William Davis,* and *Charles Mitchell* . . . Our night dispatcher, *Bob Moyle,* says he is going to sign *Frank Lombardi* up as a cow puncher as he came in with quite a yippee the other morning . . . *Voris Derryberry* is taking great pride these days in shining that Ford of his; we hope the polish lasts . . . Since Conductor *W. W. Duffin* went on the extra list, he is sure working a lot of overtime. What's the catch, Duff? . . . For two weeks now *John Bateman* has shown up for his run on his day off. We are wondering if it's lapse of memory or if he is really that conscientious . . . Our deepest sympathy goes to Mrs. T. Chamberlain and family, whose husband passed away recently.

Sutro Division

Motorman *Karl Almlund* has returned to duty after having spent about four months helping his brother harvest his crops in far off Alberta, Canada. He didn't lose a pound in weight, but looks a great deal younger . . .Our Shop Foreman *Howard R. Bates,* after long and faithful service, has resigned and no doubt will start a new career, being the ambitious type. We all join together and wish him every success . . . It is with deep regret that we mention the passing of *Earl J. Porter's* beloved wife and extend our heartfelt sympathy . . . Two of our old timers have left the service after very loyal and able operation for many years, viz. Motorman *William H. Hicks* and Conductor *Ernest E. Loyd.* They both have been very dependable and efficient and their leaving will be a loss to this division . . . Conductorette *Ida M. Kime* has been in Sutro Division longer than any other female employee and is always steady and dependable. Congratulations, Ida!

24th Street Division

That broad smile you see *Pat Altieri* wearing is due to the arrival of a son, Patrick, Jr . . . *Donald Embleton* also is the proud father of a baby girl . . . *Al Vittori* is off suffering from second degree burns on the left arm; Al was pouring hot tar on his roof and somehow got the tar on his arm instead of the roof. *Pete Lemieux* and *Frank Sumner* are also on the sick list. We wish all of you a speedy recovery . . . *Gerry Gonsalves* has returned to work after a sick siege looking better than ever before . . . If any of you motorists want free gas, see *Will White* . . . Now we learn that beer has other uses than the drinking kind. What for instance? As a hair fixer-upper. Beer gives the hair body, makes you look as though you have lots of it when you haven't, and helps give your hair a look it never had before. For information or other pertinent facts, see *John Regan.*

Walter T. Bivins, Superintendent of Motive Power, was second in point of seniority of the retiring personnel. Presenting him with a gold wristwatch is Fred Cook, Foreman Power House Electrician, surrounded by co-workers in the Motive Power Department.

Our Sister Utilities

The Technical Engineers' Union, Local 11, A.F.L., enjoyed their Annual Banquet at El Jardin early this month. Over one hundred attended. *J. Casey,* former City Engineer; *R. Wadsworth,* present City Engineer; *A. O. Olsen, S. Duckel, B. A. Devine, L. Perrin, Ivan Flamm, F. Shutts* were among those present. *F. Brown,* President, assisted by *E. Orognen* as chairman on arrangements did a fine job. This organization includes Engineers from City Hall and Public Utilities . . . It has been suggested that the lobby at 425 Mason Street be set up as a gallery for artists *Charlie Reed* of Hetch Hetchy and *Joe Ometa* of the Water Department, both of whom exhibited paintings at the Municipal Art Show . . . *Wally Balzer* (Light, Heat and Power) and his wife enjoyed a flying vacation trip to Wisconsin . . . Reporters for "Our Sister Utilities" would appreciate being informed of news items suitable for this column. They are *Cornelia Kelly* of the Water Department, *Gene Austad* of the Airport, *Ethel Cullen* and *Rena Passetti* of Hetch Hetchy, and *Elven Whelpley* of the Bureau of Light, Heat and Power.

U.S. Transit Hauls 7,000 Per Second

Have you ever stopped to think how many people this industry assumes responsibility for in the course of the day's work? The figure of 23,000,000,000 per year seems large, but the figure of 7,000 every second seems even greater.

But at every single second of the day and night, an average of 7,000 people board a transit vehicle in the United States and Canada. These people entrust us with their persons, and upon us falls the huge responsibility of transporting them, quickly, safely and surely.

Transit has come of age. Having established ourselves as a vital cog in the national economy, we must continue to measure up by giving the best possible service at the lowest possible cost consistent with a fair return, and must merchandise our product in the most attractive way. The vast majority of companies are doing just this.

The day of the defeatist is gone. The day of the militant approach to our problems, as befits the vital character of this industry, has well arrived.

(Passenger Transport)

Letters Show Passengers Appreciate Good Service; Many Receive Commendations

Heading the Courtesy Club honor roll this month is Conductor Charles W. Gassaway of Geary Division who received two letters of commendation. One letter states, "He gave outstanding attention and help to a blind passenger, but it was on his conduct of routine matters that I was particularly impressed. He was the most courteous, most patient and most thoughtful public service employee that I have ever encountered." Another letter written by an attorney echoes this sentiment: "In my opinion he is the most efficient and courteous employee I have ever come in contact with on any street railway."

Daniel P. McCarthy of Potrero was the subject of the following letter: "A woman passenger with a little girl who wore a brace got up from their seats to get off. The motorman stopped the bus properly at the corner without jerking, opened the door, saw that all was under control then lifted the little girl most gently into his arms and carried her from the bus to the street, saw she was safely in her mother's care, boarded the bus and away we went."

A member of the Swiss Consulate wrote in to praise Conductor Michael Maloney of Haight Street for his kindness to a young woman who entered the car with her baby and carriage.

"My personal nomination for San Francisco's most polite street car conductor is No. 2414," states a letter commending Conductor James Lee of Potrero. "He not only thanked each passenger for his fare, but reminded me when I reached my destination."

A newspaper man phoned in to praise Wallace D. Adkisson of Potrero for the way in which he handled his coach in a situation involving a truck.

Conductor S. N. Carr of McAllister, who made a mistake in giving a passenger directions, came forward the length of the car, apologized for having misinformed him, and gave him the necessary instructions and transfer. The patron wrote, "If you have a merit system, I think you should give this man a few merits for honest service."

John J. Mutter of Potrero was noted for the pleasant manner in which he asked his passengers to move forward in order to accomodate the maximum number of people on his congested car.

Concerning Geary Motorman Edward Call, one woman states, "He is not only an excellent motorman (and one that doesn't jerk you off your feet) but is also kind and very courteous. He calls out each street, which is a great aid at night, and is neat in appearance."

Operator L. L. Foster, 24th Street, was praised for his alert thinking and quick action which probably saved a boy on roller skates from serious injury if not death.

A passenger whom McAllister Conductor Joseph E. Hood, Sr., had assisted onto the platform, wrote in to call attention to his courtesy and helpfulness to everyone.

Of A. R. Thompson of 24th Street a passenger says, "He gave complete and accurate directions, called out all stops and transfer points in detail, and displayed superior ability as a driver, being careful in the fullest sense of the word."

Assisting a woman with two small children brought a grateful note from the mother thanking Conductor Paul L. Young of Geary. In addition to his helpfulness to her, she says, "He was so nice to everyone who got on and off the car, helping elderly people and answering questions with a smile, calling streets for people and doing so many courteous things that I felt he deserved a note of thanks."

Slippery tracks are dangerous. Watch your sand.

Office Chitchat

Anthony Radetich and the former Elizabeth de Lefortery of Brussels, Belgium, were married on November 9th, culminating a romance started while Tony was serving in the European theater of war . . . Seen about town: *Peter Beasley* and his wife at "The Front Page", *Isabelle Anderson* at Nathan Milstein's concert at the Opera House; *Eleanor Kenny* at "The State of the Union", *Bernice Haggard* at the Santa Clara-U S F football game, *Rose Leuzi* at the outdoor Art Exhibition . . . It was 3 in 1 in October for *Georgina Morrill* of the Schedule Department; she was surprised with pre birthday festivities climaxed with dinner at Uncle Tom's Cabin, then came her vacation, and then the sparkler on the third finger, left hand, put there by Stanley Hendzel . . . *Al Felder* of the Claims Department has been on vacation in Los Angeles and Reno . . . General Manager *William H. Scott* almost had a relapse from his recent influenza attack when he was riding on the No. 31 line and overheard a teenager boasting to her girl friends that she had gone downtown and returned home on the same transfer . . . *Bernice Jaff*, formerly with the Board of Education, is the new typist in the Schedule Department . . . *Dagmar Hausmann* made a mysterious flying trip to Oregon on her vacation.

Thank You

The pictures of the old-time street cars on our cover are from the collection of Motorman Lorin Silleman. (Did you recognize Inspector Harry Cohen and Conductor Frank Gracia with the old Visitacion Valley car?) Machinist Arnold Stenfors photographed the newly-painted streamliner and the Bivins retirement. The remaining pictures in this issue were taken by George Fanning and Marshall Moxom.

An Apple For Teacher Ratto

If Bill Ratto is looking particularly complacent these days, it may be partly attributed to the scores made on the Inspectors' examination. Ratto, who has been conducting classes to prepare those who planned to take the examination, not only made an exceptionally high grade himself, but his pupils came through with flying colors.

The San Francisco School District in cooperation with the Bureau of Personnel is currently offering classes four times weekly at Potrero Division, and Railway employees are urged to enroll. At present 61 students are participating in the course which covers Rules and Regulations of the Railway, Traffic Laws, Knowledge of the City, Emergency Repairs and General Knowledge. This is an excellent opportunity to prepare for future upgrading examinations. Limited tenure employees who plan to take the forthcoming examinations for permanent positions will find the course of great value. The classes are scheduled on Tuesdays and Thursdays at 11:00 a.m. and 7:30 p.m. Consult Instructor Ratto for further information.

Another class offered by the San Francisco Public Schools at Potrero car house covers grammar, spelling, sentence structure, word meaning, etc. The class, which is conducted by Norman Harris, meets Monday evenings at 7:30 p.m. and is open to all.

Fillmore Division

Results of the past election in this division were manifested by SMILES, SMILES, and more SMILES . . . Conductor *Earl Braillard* is the proud father of a healthy young daughter. Rumor has it that on hearing the news, he (not the mother) passed completely out . . . We learn there is a new book soon to be on the market, "How to Become an Inspector" in three easy lessons by *Harry Snead* and *Charles McGuinn* . . . Conductor *John Mahoney* says the only thing wrong with this country today is there isn't a good five cent nickel left . . . Conductorette *Ethel Jeffers* has at last reached her goal, as she lately became a proud grandmother.

Shop Notes

Vacationist *Frank Smith* of the Fare Box Room chalked up the distance record for October by journeying to Denver, Colorado, while *Ralph McNutt*, General Foreman of the Overhauling Shop, ran a close second in bringing his speedometer 3000 miles nearer that new model by way of Boise, Idaho. Others who took out time in this period included *Ray Anderson, Nicholas Baham, Robert Ford, John Frenzel, Elmer Holt, Louis Jackson, William Liebscher, Frank Lucchese, Rosano Occhipinti, James Ruduner, William Seymour* and *Abe Whiteman* . . . We were sorry to lose through retirement *Howard R. Bates*, Foreman of Sutro Carhouse; *Fred Brostrom*, Foreman of Elkton Machine Shop; *Alfonso Giomi*, Car Cleaner at Sutro Carhouse; *Newman Lee*, Armature Winder's Helper at Elkton Shop; and *Joseph McClelland*, Car Cleaner at Haight Street. Old railroaders all, their records of service total 36, 37, 29, 26 and 23 years respectively.

Haight Street Division

When *Alex Ryan* was pulling a car out of the barn one sunny morning, *Bill Hill*, thinking he was a little tougher than the street car, tried to squeeze between the overhang and the wall of the barn. He lost. Two broken ribs and a sprained arm was the result. He says now he won't be so tough next time; he'll run instead! . . . After years of service, *Tom Bragg, Henry Bishop, Thomas Rontree, Dan Mahoney, Jesse Craig* and *John Hutchinson* have retired. They have worked hard and faithfully for the company. They will be missed too, but from all of us we say, the best of luck to all of you . . . Short notes and descriptions: *Kenneth Hubbard*, the man about town; *Albert Stocker*, a firm believer in real steady work (just until Christmas, Al?); *Sadie Jones*, a nice-looking gal and a good Motorette; *Stan Kruczynski*, a Bay Meadows fan, says he goes there for the fresh air and sun tan.

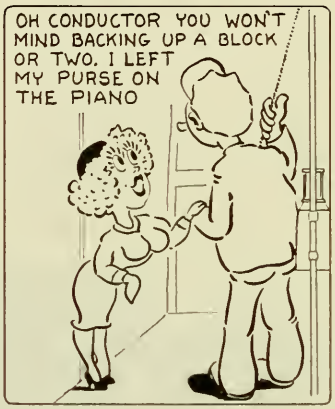
Geneva Division

Wedding bells rang out for Conductor *Clifford Bennett* and his sweet young bride on October 27th. The ceremony was followed by a lovely reception party which was held in the famous Blue Room of the Palace Hotel . . . Conductor *Frank Crowley* spends his Sundays off riding the kiddie ponies at the beach . . . *Dan Tubbs* is now sporting his New York Hudson Coupe which is dolled up like the Geneva Division Christmas tree . . . *James Reilly* is back on his favorite San Mateo line after an extensive trip to Ireland. Jimmy says riding in the Constellation is like riding on a cloud—just a little Irish blarney . . . Motorman *George W. Hays*, who has been confined to sick bay in Livermore Veterans' Hospital for one year, wishes his friends to know that he's progressing as well as can be expected and would appreciate letters or visitors from any of the Division personnel . . . To new Conductors *Charlie Martin, Coleman McDonough, Bob Hughes, George Hill* and *Francis O'Brien* welcome to the Division. We hope you'll like us as much as we like you.

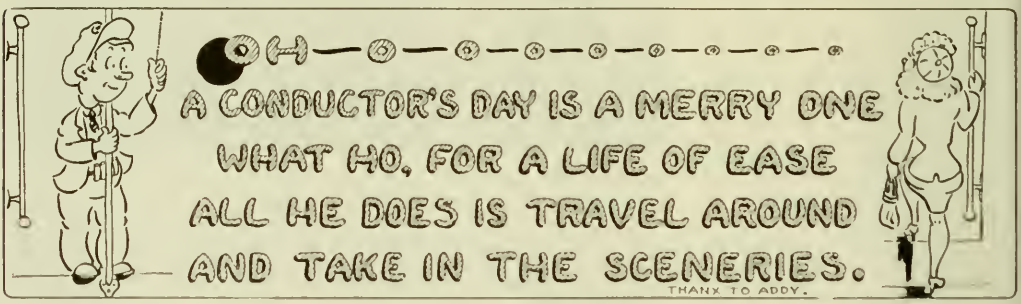
Pictured in last month's issue were two of the four groups who are enrolled in the safety classes at Geneva Auditorium. A third group consists of (standing) Frank B. Hanly, Melvin Boragno, E. J. Grant, Leo Logasa, William Maupin, Harry Reedy, T. C. Larsen, Frank McQuaid, E. Morris, M. Cashman, Frank Field. (seated) William McGowan, R. A. Lion, Joseph Ferretti, H. G. Wilson, Clarence H. Adams, Charles Eierman and Harry Cohen. Kneeling in front are Instructor H. K. Lambie and Hugh Duffy.

Another group included (standing) Gus Bosnos, Duke Wormuth, Mike Lewkowicz, Monte Allen, Frank McQuaid, J. J. Dwyer, I. D. Hester, Leonard S. Clark, N. Klein. (seated) Clyde Adams, Raymond Wetzel, Charles Dussourt, P. J. Riordan, H. W. Linden, R. V. Donathan, (kneeling) Instructor Lambie and Allen Murphy.

OH WHAT A BEAUTIFUL MORNING


OH CONDUCTOR YOU WON'T MIND BACKING UP A BLOCK OR TWO. I LEFT MY PURSE ON THE PIANO

YOU PUSHED ME-HIC- I'M GONNA SUE THE CITY.


A CONDUCTOR'S DAY IS A MERRY ONE
WHAT HO, FOR A LIFE OF EASE
ALL HE DOES IS TRAVEL AROUND
AND TAKE IN THE SCENERIES.
THANX TO ADDY.

WOTTAYA MEAN, THIS TRANSFER IS NO GOOD I ONLY GOT IT YESTERDAY. I ALWAYS USE 'EM A WEEK.

OH NO YOU DONT CONDUCTOR, US GIRLS ARE ON TO YOU. TAKING MY ELBOW INDEED, YOU WOLF!

SHORT AGAIN. HOW YOU GUYS CAN MAKE MISTAKES ON A SOFT JOB LIKE YOU GOT IS BEYOND ME
RECEIVER
Chas. L. Hood 1926

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SEASONS GREETINGS

Trolley Topics

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Geneva Division

Congratulations are in order to the *John H. Carters* on the arrival of a new baby girl. Papa John was quite elated over the new addition and was very generous in passing out some expensive cigars . . . Motorette *Sylvia "Tommy" Johnson* was nominated as the lucky recipient on the "Pot of Gold" radio program, but unfortunately failed to turn on her radio. Tommy says one can't have good luck and good looks . . . *Mabel Day* has a treasured secret which is a famous recipe for baking Eccles tarts . . . Conductors *C. W. Smith* and *Leo Pointer* spent their vacation in their home town of Chicago and were on hand for the family reunion on Thanksgiving . . . *Willie Fehlenmacher*, another of Geneva's oldtimers, retired on December 1st. We'll miss you, Willie . . . *Bill Grant* was seen escorting a beautiful brunette into one of our local churches. Could it be wedding bells in the near future?

Retirements

Timothy McCarthy, McAllister Motorman, left the service on November 20th. He joined the Market Street Railway in 1917.

Michael McElligott, Potrero Conductor, retired on July 1st. He had been employed since 1917.

Operator Earl D. Jackson of 24th Street retired October 7th. He started with the Railway in 1919.

Said Shakespeare, "Our doubts are traitors and make us lose the good we oft might win, by fearing to attempt."

Meet George Evington

George W. Evington, Superintendent of Transportation, is known as a man who deals squarely with every problem which comes his way. He is analytical by nature, and he will sit down and reason out the source of any type of trouble, whether it be connected with the operation of the cars, the disruption of schedules, the problems of discipline, or any other difficulty.

Born in Richmond, Missouri, and orphaned in his early youth, he managed to aquire a basic education which was later supplemented by night school where he covered three years of college. These studies were sandwiched in with long hours of hard work for the Wabash Railroad where he got his first job maintaining and installing signals, and later for the St. Louis street railway where he worked as a motorman.

In 1913 he came to San Francisco and joined the Market Street Railway. Starting as a motorman, he worked successively as gripman, clerk, dispatcher, inspector, Superintendent of Ferry Terminal Operation, Chief Inspector, and Division Superintendent. At different times he was superintendent of Sutro, McAllister, Fillmore and Geneva, having at one period as many as three barns under his supervision. In 1943 he became Superintendent of Transportation, the position he now holds.

His chief hobby is his family, consisting of his charming wife, Helen, and two children. Dorothy, who is 19, is a service representative for the telephone company, the youngest ever to have been employed in that capacity. The Evington family evidently have an unusual quota of patience and tact in handling complaints, because she made good at it immediately. The son, George Jr., 22, is at present attending watchmaker's school.

Other hobbies are his garden, where he raises some very choice roses, and photography, evidenced by some excellent snapshots, many of them in color. He also admits to being a pretty good radio repair man and loves to tinker with broken-down appliances. Swimming is his favorite sport, and he likes to swim a mile before breakfast on his Lake County vacations.

It is an evidence of the unusual caliber of the man that those whom he has subjected to discipline usually agree that his decision has been just and often thank him before they leave. His obvious sincerity and fairness have won him the respect of all.

G. W. Evington

Office Procedures Streamlined

Who says city employees are not work-simplification conscious?

While assisting the Training Department in keeping its records, *Dorothy Godin* of the Bureau of Personnel worked out a simplified method of making entries which effected a considerable saving in time expended. A work unit (typing follow-up reports on 25 cards) which took 31 minutes to accomplish by the old method now takes 14½ minutes. Between 700 and 800 reports are processed each week. Figuring on the minimum of 700, this means a saving of 7.7 hours weekly or 33.2 hours monthly.

Efficiency-expert *Godin* says she doesn't lie awake nights trying to figure out ways to effect work economies – she just got tired of typing up all those darn reports!

Ten Commandments, Slightly Revised for Bus Drivers

(Reprinted from "How to Make Friends and Please People," an employee booklet issued by Northern Indiana Transit, Inc.)

1. Thou shalt not pass up customers.
2. Thou shalt keep to thy schedule.
3. Honor thy passengers.
4. Obey all traffic laws.
5. Thou shalt answer questions cheerfully.
6. Thou shalt not ride thy horn.
7. Thou shalt look thy best.
8. Drive safely at all times.
9. Thou shalt not mumble street names.
10. Thou shalt show courtesy to all.

Railway Employees Receive Plaudits For Outstanding Courtesy and Efficiency

Making friends for the Railway has been the goal of a lot of our platform men, according to the many letters which have been received from pleased riders.

One such letter commended Geary Conductor *Virgil Packard*, who "calls all the streets and is exceptionally kind to elderly people, women with bundles or children, and folks who carry white canes."

Another letter cited *Missie Gaston* of McAllister for her polite manner in answering questions. "It is a pleasure to board her car," says the grateful writer.

Operator *Paul Kiesow* of 24th Street is "never too busy to give a cheery 'Good Morning' and smile to his regular patrons, to tease the youngsters about school, and to give a glance about for any stray passengers who might be running for the bus," according to a letter signed by two teachers.

Of Geary Motorman *W. Rabenorth*, a passenger wrote, "I was touched by the splendid alertness, patience and wonderful courtesy of your motorman in directing a grand old couple from front of car to proper entrance at rear and then patiently waiting for them to get on."

Asking directions of Potrero Conductor *Fred Brown* led to "the greatest consideration on the part of the conductor in explaining the route, warning me just before arrival, and helping me off at the proper point," according to a letter from an East Bay resident.

Stating that he had handled the situation perfectly, a woman reported how quick-thinking *Walter Johnson* of 24th Street quelled a disturbance among the passengers on his bus by driving up in front of the Potrero police station and having the offenders removed.

Concerning Conductorette *Gertrude Dupree* of Geary a school principal wrote, "A child on her way to school left her lunch on the car. On her free time *Mrs. Dupree* brought the lunch to school. She was afraid the child would have to go without."

Attention to an aged and infirm lady brought praise from a bystander to Conductor *Mitchell Morube* of McAllister. "He helped her from her seat and not only down the steps or into the safety zone, but also saw her safely to the curb."

John Henry Smith, Geary Conductor, is "a credit to the service," according to a passenger who described his courtesy and assistance to all.

George W. Cushing of 24th Street received praise for "his earnest desire to (1) get all commuters possible on his bus, and (2) to get the bus to the depot so that trains will not be missed."

Complimenting Potrero Conductor *John J. Matter*, a letter stated, "It is a pleasure to ride with him. He is clean, courteous and a gentleman. Besides all this, he knows his business."

To "competent and considerate" Conductor R. T. Sparrow of McAllister came an expression of appreciation from an onlooker. When two elderly ladies tried to leave his car but found the traffic whizzing by too close for comfort, he signalled his motorman to proceed and to stop nearer the intersection and then saw the ladies safely dismount.

Motorman Clifford Bedford of Potrero was commended for assisting a blind man to alight and escorting him to the curb.

Conductor Woodrow Thornton of Washington-Mason was favorably noted for "most courteous attention to several handicapped people on his car."

Citing Inspector William B. Hastings, another patron writes, "He is one of the most courteous gentlemen it has been my pleasure to encounter since my arrival in your city; he is on the corner both morning and evening in all kinds of weather with a smile and greeting for one and all."

An appreciative motorist commended Motorman Willis H. Olvey of Potrero, who assisted him in separating his automobile from another with which it had locked bumpers.

Conductor Ben Zelles of McAllister was mentioned in a letter describing his courtesy in looking up an address in his street guide for a perplexed rider.

Geneva Conductor H. R. DeGabain received praise from a passenger who saw him lead an elderly blind person to the sidewalk. The writer also adds that Conductor DeGabain "called each stop with perfect clarity."

A letter which appeared on the editorial page of the Chronicle described the action of Conductor Samuel Barone of Potrero, who jumped off the rear platform to push two ladies back of the safety line as his car swung around a curve. "Had he not done this, they would have been knocked down as the car turned the corner."

Man is that peculiar animal who gets a hearty laugh out of an old family album and then looks in the mirror without so much as a grin!

Pictured with some of his more serious work is Charles Reed, Trolley Topics' Artist, whose cartoons have won him widespread fame. Reed displayed his paintings at the recent Outdoor Art Exhibit in Civic Center Plaza.

Getting the staff at 24th Street to light in one spot long enough to take a picture proved a difficult job, but our photographer managed to corner some of them. Top row: Acting Dispatcher Eddie Aroto checks timetables with Burton Dougherty and Frank Cullen at the desk; in the receiver's room (note label in picture) are Jack McGee, John Regan and Harlan Edson: Training Department consists of W. J. McDevitt, Robert Wolters, Jack Piffero and Clyde Adams. Below at the inauguration of the Sunset Express route are (standing) Wm. H. Scott, J. H. Turner, Gardner Griffith, D. C. Ormsby, L. V. Newton (kneeling) J. D. Grogan, George Lewis and Tom Irwin. At the right (above) George Lewis, Division Superintendent; (below) Charles Hanneman issuing equipment and Frank Jackson at the counter with Arthur Franks on the other side of the bars.

Let's Get Acquainted -- Introducing 24th and Utah Division

(This is the first of a series of short articles covering the various divisions and departments of the Municipal Railway.)

The division at 24th and Utah is the "hot spot" of the Railway as far as activity is concerned. An outsider who strayed into the dispatcher's office might consider it sheer bedlam with its shrieking telephones, the constant din of money sorting machines, and the supercharged activity of the men behind the counters. But the clatter and apparent confusion are only the surface evidence of an efficient and high speed operation.

Getting out approximately 160 runs per day does not allow for much peace and quiet. Issuing equipment, counting receipts, assigning runs, checking time cards, and assigning coaches are practically split second operations with this type of schedule to maintain. Despite the constant pressure under which they work, the staff in the dispatcher's office are a cheery bunch and are never too busy for a greeting and a smile.

While 24th Street is now accepted without question as "the garage," it was built originally as a car house in 1902. At that time nine lines operated from the division with a total of 98 street cars covering approximately 225,000 miles per month.

The first motor coach service offered by the Railway was inaugurated in 1917 when about ten trucks were leased and converted into passenger vehicles. They were housed at Geary and ran from the end of the A line at 10th and Fulton across the park. In 1918 five newly purchased motor coaches were put in operation.

The Market Street Railway started a one-bus service in 1925 in order to transport street car passengers across a gap in the line caused by the construction of a bridge at Mt. Vernon and San Jose. The gradually augmented buses were based at Geneva until 1939, at which time the fleet had been built up to eleven coaches.

In December of 1939, 24th Street was remodeled under the direction of L. V. Newton and C. D. Miller to house 23 buses. By September of 1941 when the consolidation took place the Market Street Railway owned 120 buses and

had 3-4 on lease. On January 7, 1945 the Geary Street garage was discontinued and all motor coach operations, including maintenance, repairs, housing and dispatching, were centralized at 24th and Utah. This brought up the total number of buses to 200.

At present we have 262 buses covering close to 900,000 miles per month, which makes it the largest division in the Railway as far as car miles operated are concerned. There are 530 employees of whom five are women.

Heading this busy and ever-growing division is Superintendent George Lewis, whose railway experience dates back to 1922 when he started as a gripman at Washington and Mason.

In 1929 he became an Inspector, and in 1938 he was appointed Division Superintendent of Washington-Mason and Fillmore. In 1943 he took over the motor coach division. The continual changes and extensions of bus service make his job anything but a routine one and require an all-engrossing attention. To Lewis, however, the constant pressure and excitement are exhilarating, and he is well suited to keep the fast pace.

A picture of the garage is not complete without a description of the maintenance section which is under Vic Peterson's supervision. However, this is a vast industry in itself and will rate its own story in a future issue.

Our Training Department received 2246 applicants for platform instruction during the fiscal year 1945-46. Of this number, 389 dropped out for various reasons leaving a total of 1857 who completed the training period.

Fillmore Division

The Holiday Season is here again, and a very Merry Christmas to you all . . . We wonder why *Mary Thode* is always looking for a certain inspector each morning . . . It is with deep regret that we mention the passing of *Conrad Petrucela's* beloved wife . . . *Gust Magnuson* and *Charlie Gallo* have been taking trips of late with bundles of clothes, we believe, to the Chinese Laundry . . . *Gus Bosnos, Edward Strong* and *Jack Watson* in this division are all doing a splendid job in the follow-up and instruction work . . . *Louis Wilson* missed his run lately on account of the poor service he received from where he lived. Just where do you live? It couldn't happen in San Francisco . . . *Freddy Sparks,* the congenial motorman, escorts passengers after midnight for a block or two, just in case of a kidnaping try. Blondes and Brunettes!

Potrero Division

Motorman *J. D. Murdock* enjoys running a street car, but when it comes to a P-61, "Scottie" says nothing doing . . . Conductor *R. Neylon* says that if he ever happens to get a day off, he will hardly know how to act . . . *Beatrice Zaboukas* is thinking seriously of the big event and is just about worn out house hunting. With that sweet smile and those eyes, "B," how could anyone say no? . . . Conductor *Jim Pigott* claims that a cop's job is a soft touch and that he would certainly enjoy issuing citations, particularly to some of his friends. The meanie! . . . *J. E. Lindsay* does not understand how anyone can sleep during the day. Ever try sleeping tablets, Joe? . . . Conductor *D. F. Strack* didn't forget to pass out the cigars on December 5th—a new arrival—mother and baby doing fine.

Track Department

Track Foreman *Daniel Keohane* has returned to duty after enjoying a happy reunion with his folks in Ireland. Dan flew the Atlantic both ways but spent a couple of anxious days waiting for the return trip on account of the TWA pilots' strike. It's the only way to travel, says Dan . . . The Track Department received two new White trucks. *Ralph Briggs* and *Jim Armstrong* are the drivers with the happy smiles after getting off the Fageols . . . After his NCS time as Track Foreman, *Otto Hussler* returned to the Thermit Weld. *Tom Foley* took over as Track Foreman.

Shop Notes

A Merry Christmas and a Happy New Year from Elkton Shop. In year-end review we salute: *George Anthony* for catching that big fish; *Bob Baxter* for catching the most fish; former flying instructor *"Brick" Kenny* for taking to the air again on vacation; *Arnold Stenfors* for taking good pictures; *Bill Yount* and his cocker spaniel for doing the most hunting; *Bill Roddock* for shooting the most game; *George Harrison* for telling the best stories; *Jim Gardner* for carving out some difficult patterns; the Paint Shop personnel for turning out those new streamline paint jobs; all emloyees in general for doing a good job through this second full year of consolidation adjustments and war and post-war shortages; and last but not least, our boss, *Charles D. Miller,* for securing, in addition to other improvements, the promise of a much needed roof for our main shop, which project is now under consideration.

People are funny; they spend money they don't have, to buy things they don't need, to impress folks they don't like.

Taking a look at the past: left, the garage at 24th Street as it looked during its carhouse days; right, one of the early buses.

Close associates grouped around I. E. Flaa at his retirement party are (standing) L. Natzvly, W. Wankowski, D. Katchesoff, J. Walsh, J. Cava, N. Belkin, M. Tatarian. (in front) F. Isaacs, George Fanning, Flaa, and C. Lauenstein. Members of his staff who do not appear in picture, W. C. Renshaw, Isabel Barnard and Edna Manseau.

Engineer I. E. Flaa Retires From Water Department

At a party held in his offices, Ingwald E. Flaa, Hydraulic Engineer of the Water Department, was honored on the eve of his retirement by more than a hundred friends who gathered to wish him well.

Flaa started with the Spring Valley Company in 1909 and became part of the City staff in 1930 when the purchase of Spring Valley was made. He has been an active participant in all major water department projects, and his engineering knowledge of water department installations, functions and facilities was probably more comprehensive than any other member of the organization, according to General Manager N. A. Eckart, who made the presentation speech.

Flaa's plans for the future are to devote his time between his Echo Lake retreat and the construction of his new home at Walnut Creek, and the sincere good wishes of his many friends go with him.

Office Chitchat

Theresa Taylor, none other than our charming "Tess," completed 29 years of sterling service on November 21st. Accidentally learning of this, Tess' associates gathered hastily, and a little party was held in the office of *D. C. Ormsby*, General Superintendent of Transportation, who presided as Master of Ceremonies. Out of nowhere, *Adele Davidson* managed to produce a beautiful angel cake. General Manager *William H. Scott*, when called upon, remarked, "All the adjectives that were ever assembled setting forth our appreciation of Tess could not possibly do justice to her sweetness and charm. She has truly been an ambassador of good will, smoothing the troubled waters through the years on occasions without number when irate patrons called and complained against service. In a word, and I think I speak for all when I say, 'Tess is tops'." Congratulation and best wishes from all of us, Tess. . . . *Edith Kellman*, who was formerly in the Timekeeping Department at Geary, is now working in the Personnel Bureau.

Ida Michels is another new addition at the Geneva Office. . . . *Marie Ehlum* is having a hard time trying to explain about the admirer who sends her caramels in an envelope. . . . For information regarding painting and concrete work, consult *Ken White*, *Joseph O'Neill*, and *Al Betts* of the Claims Department. . . . We welcome to the Accounting Department as permanent Civil Service Calculating Machine Operators: *Anna Lee*, *Maydel Williams*, *Wilbert Clarke* and *Mary McIver*, who served in a limited tenure capacity with the Public Utilities; *Alice Marie Scarry* and *Isabella Doherty*, newcomers. Congratulations!

McAllister Division

Every member of the McAllister Division extends a welcome to each and every one of the employees from Haight Street who are now working out of this division. . . . Conductor *Ben Zeller* always watches the football plays through binoculars when seeing a game at Kezar Stadium. . . . A certain motorman sure has an advantage over most of the employees at this Division. Something went wrong with his teeth, possibly a toothache, so he sent them to the dentist by parcel post. . . . Motorman *Albert Hughes* admits that Motorman *James Skadan* does grow orchids in his home and several varieties. We wonder if *Skadan* collects five dollars for each one that he allows to go out of his home. . . . Motorman *Tim McCarthy*, after many years of service, has resigned and we wish him the best of luck. . . . A Merry Christmas and a Happy New Year to all.

Money can not buy happiness, but with it you can be unhappy in comfort.

What we get from the boss is faultfinding. But what we give them is directly under... constructive criticism.

Sutro Division

Conductor *Merrie Marks* was very good natured and even laughed when he got soaked by a hose from a cement mixer which broke and gave him a shower as his car passed the scene . . . A commendation, in fact two of them for *L. B. Delaney*, one for helping a crippled lady and another for his always courteous and helpful attitude . . . *Mamie S. Lemons* has been commended by former employee *R. L. Head* for her courteous and kind attention to a blind man. Nice going, Conductor Delaney and Mrs. Lemons. . . . With the No. 21 line operating out of Sutro Division we will have many newcomers whom we sincerely hope will like their new location. Welcome to you all . . . Thanks to *J. G. Mern* for his assistance in helping us out on so many occasions when we called for him to fill in for office work. He has a mechanical mind and is an ace at remembering cap numbers and names.

Sympathy

To the family of William Michael Healey, Geneva Conductor, who died on December 10th, we extend our sincere condolences. Conductor Healey started with the Market Street Railway in 1917. He was born in Ireland in 1882 and is survived by his wife and several children.

W. F. Mitchell

Geary Division

First a Merry Christmas and a Happy New Year to all . . . Wonder if *Earl Cordero* will "police" Union Street hill on New Year's Eve? He policed the tracts on Halloween and the kids are still afraid to come out at nite! . . . Wonder where Motorman *Ward* and *Hancock* will feud after the "E" cars vanish? . ..Sorry, *John Clark*—too rainy for poetry! Wait 'till spring! . . . Something new has been added to our bulletin board, the "Honor Roll" for motormen not having any accidents during the month. Is your name on it? . . . Motorman *John Parenti* flew around the "F" line all week, then flew to Oregon. His run was worked by *Flying Fish* . . . Inspector *Benedict* labeled a drawer "Sqislem Gimmick" and *Solemink* still wonders what should go in there . . . Ask Motorman *Pat O'Grady* about his battle at the game in Los Angeles—but stand back when you do.

Motive Power Department

Word comes from *Walter T. Bivins,* recently retired superintendent of Motive Power, that he is having a grand time shooting ducks twice a week in his duck club . . . Interior decorators *Fred Cook* and *Harold Mayers* are expressing hitherto unrecognized talents by rearranging the offices at Turk and Fillmore.

"It marks a big step in a man's development when he comes to realize that other men can be called in to help him do a better job than he can do alone" (Andrew Carnegie)

Bureau Chiefs Curley and Mitchell Resign

The resignations of two widely-known bureau heads became effective recently. W. F. Mitchell resigned his position as Director of the Bureau of Personnel on December 7th. He received a beautiful sterling silver cigarette case as a farewell gift from his associates.

John E. Curley resigned last month as Director of the Bureau of Accident Prevention to take a position with the National Safety Council. The members of his staff presented him with a handsome gold-initialled leather briefcase.

George Warren, Assistant Director Bureau of Accounts, will act as Personnel Director pro tem. Harry E. Cooley, Assistant Superintendent of Transportation, has been assigned temporarily to head the Accident Prevention Bureau.

Introducing Two New Reporters

John Hurst of the Dispatcher's office at Washington and Mason has taken over the reportorial duties formerly handled by *Les Arnold,* who was transferred to 24th Street. The Motive Power Department now has *Alyce Gates* as its reporter, replacing *Mae O'Brien,* who has left the Railway.

These new correspondents, as well as the remainder of the staff of Trolley Topics, will appreciate your relaying information to them.

Washington-Mason Division

Three of the peppiest men around our division were Gripmen *H. Hall, John Hatter* and *Ardis Green* before going on their long awaited vacations . . . *Nick Papadakis* has just celebrated his 24th anniversary as a married man. Congrats, Nick, your wife is sure brave! . . . *Cal Diggs* spent his vacation in Los Angeles . . . There are two mysteries around the barn. If someone can solve them, please give us the dope. No. 1—Who is the good-looking fellow around the carhouse with a blue-gray suit and hat to match? We would not like to be envious, but when the girls begin to sigh we want to know. No. 2—How come we have some nice cars with fresh batteries in them that still have to be pushed around the yard? Hope it's not a new physical development program . . . We of Washington and Mason wish all the readers of our magazine a Merry Christmas and a Happy New Year.

John E. Curley

Our Sister Utilities

Wild ducks are calling *W. A. Robison,* who spends his weekends shooting ducks, pheasants, and any—*game* within sight. It's a fascinating sport judging by the way he relates from beginning to end how he shoots his ducks and how he cooks them for best results. It's an adventure just to listen to him, but sometimes we wish he wouldn't talk of that tasty, juicy, etc. 'till after lunch . . . A hearty welcome for *John Hurley,* who returned to work December 2nd after spending one and a half years in the Army, most of it in Japan . . . *Leo Smith* spent his vacation in Sacramento and was just too fascinated by the choo-choo trains to do anything else. We hope that Santa will bring him a choo-choo all for himself . . . *Bernice "Jackie" Sauer* enjoyed an extensive trip to Mexico not so long ago. Being high-minded and with that certain air, her mode of travel was mostly flying . . . *Myles Smith,* formerly with the Call-Bulletin, has joined *Tom Irwin's* staff. Smith will handle public relations for the Water Department, Hetch Hetchy and Airport . . . Our compliments to *Wally Balzer,* who took the excellent picture of *Charlie Reed* at the Art Exhibition.

Let others cheer the winning man,
There's one I hold worth while;
'Tis he who does the best he can,
Then loses with a smile.

Beaten he is, but not to stay,
Down with the rank and file;
That man will win some other day,
Who loses with a smile.

Washington and Mason Gets in the Movies

Humphrey Bogart is a "regular guy" according to the personnel at Washington-Mason who had an opportunity to get acquainted with the movie star during the filming of his latest picture, "Dark Passage." *John Hurst* of the cable car division gives the following account of this interesting experience:

"With the arrival of cameramen, technicians and extras we were ready to go on location, which was at the Powell Street turntable. Car 520, sporting the bright new colors of our Municipal line, with dash and side signs of the Bay-Taylor run (Fisherman's Wharf), was used to uphold the honor of Washington and Mason.

"After making a trip to the turntable, the car and crew returned to the barn and was rigged up for close-up shots. While awaiting the change-over, we had the chance to meet Mr. Bogart and had him look over some of the interesting machinery and equipment we have here. His interest was keen, and we discovered that he is a regular guy. Co-starred with Mr. Bogart were our own starlets, Gripman *Joe Silva* and Conductor *Fred Puchen*."

Hurst also recalled another instance when San Francisco's picturesque cable cars contributed color and amusement in a movie. In the filming of "I Love a Soldier," starring Sonny Tufts and Paulette Goddard with Barry Fitzgerald as the amiable gripman, the Sacramento-Clay line was used. This was accomplished by the use of a dummy cable and auto trucks to supply the motive power as the line had been changed to buses.

Moral: If you'd like to get chummy with the movie stars, join Washington-Mason Division!

Haight Street Division

Sadie Jones, the popular Motorette, has resigned. We all hated to see her go, but after all taking care of a brand new husband is important, isn't it? No arguments puleeze gals! . . . Do some of you fellows remember *Doc Davis* and *Bob Snapp*, the bus drivers? They too have resigned. Doc is taking a trip on the Big Pond (Pacific Ocean to you landlubbers) and Bob has left the city. Good luck to you both . . . Has anyone ever noticed *George Cannell*, the Shop man, watching those brand new machines go by the barn? He has been looking for a machine for some time now. How about a pair of skates, George? . . . This will be my last to you guys and gals from the late lamented Haight Street Division, but just a little reminder to you Conductors I've learned to know so well: A smile will go so much farther than a frown. And remember, "ON THE NOSE"!

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Track Department

General Superintendent *Frank Sheehan* and Engineer *John Ryan* took their vacations the latter part of December; they were kept busy by the women folk helping with the Christmas shopping . . . First vacationer of the New Year, *Al Dietrich* made his usual trek to Los Angeles . . . *Peter Kerrigan*, Foreman, is back on regular duty after completion of the Church Street job . . . *Dan Coll* feels like an express man after all the moving of desks etc. by the various departments . . . It's good to see *Con Mahoney* back after an injury to his knee; also *Elmer Neagley* after a siege of bronchitis.

Fillmore Division

Congratulations from us all to *Johnny Fields* and *"Skip" Sawyer* on their recent adventure into the game of matrimony. Johnny is now living in his new home in the outer Mission. Skip and the former *Gladys Lemmelet* are now on vacation visiting the parents of the bride at Palm Springs. Good luck to you all . . . *Jimmy Lucy* of late is having his breakfast daily at the Moon Dream . . . Congratulations to the family of *William Jefferson* on the arrival of a baby boy on January 5th. Mother, baby and father, too, all doing well . . . It is with deep regret we mention the passing away of *Darold Dickerson's* father, *Greer Jackson's* mother and *Nathaniel Lark's* wife, whom he brought back to her home in the south to be laid to rest

Wet weather's coming! Check your sandboxes.

Radio Men Learn Broadcasting Technique

The Railway's new radio system went into service early this month, and the operators are gradually overcoming the "mike fright" which caused some stuttering (or was it static?) during the first few days.

The network consists of a fixed station (operated from Central Control) and about 30 mobile stations (tower trucks, wreckers, inspectors and officials). The operator in the new Central Control offices at Geary has his finger on the pulse beat of all the far-flung operations of the Railway. In rapid succession may come messages from the Marina reporting a line delay, from the Sunset district requesting an ambulance, from the Mission stating that a track crew is required, etc. This information is relayed by radio or telephone to the proper party, and it is a matter of seconds before remedial measures are under way.

The men who handle the mikes have been busy practicing up on their diction and radio manners. Whenever any of our stations is on the air, it may be heard by stations in other parts of the country, and a manual has been prepared by Fred L. ReQua, Public Utilities Electrical Engineer, to instruct the new operators on the do's and don'ts of broadcasting. The manual contains specific instructions as to the wording of messages, code signals to be used to indicate nature of difficulty, the record log required by the Federal Communications Commission, and other pertinent data.

Also included are hints as to delivery, which our potential Kaltenborns are studying with considerable diligence.

Our Cover

The unusual photograph of Coit Tower which appears on our cover is through the courtesy of the Redwood Empire Association. The Tower is a well-known San Francisco landmark and is famous not only for the magnificent view which it commands but also for the handsome murals which decorate the interior. In pioneer days the arrival of clipper ships was signalled from this point on Telegraph Hill.

Opportunity Knocks For Railway Shop Mechanics

Training classes which will assist limited tenure ERSM's to pass the examination for permanent positions and permanents to qualify for senior ratings, are being offered by the San Francisco School District under the sponsorship of the International Brotherhood of Electrical Workers.

Day classes are held on Tuesdays and Thursdays from 10:00 to 12:00 at the Buena Vista schools, and an advanced class covering trolley coach and streamliner equipment is given Tuesday and Thursday evenings from 7:00 to 9:00 at the Gompers school. Teachers are James Maughan, night foreman at Sutro; Bres Corley, day subforeman at Potrero; and James O'Donnell, acting foreman at Washington-Mason.

These classes proved their worth last year, and all shop mechanics are urged to enroll.

More people rode on local transit vehicles in 1946 than ever before in history. Over 23½ billion people boarded a bus, trolley car, subway or elevated train or trolley coach during the year, according to figure released by the American Transit Association

A real Railway family are the Lagasa's—Albert is in the Fillmore dispatcher's office; Leo is an Inspector at Powell and Market; Ruth is a Collector at various downtown intersections; and Jae is a Conductor at Sutro.

Office Personnel Move to New Locations

The migration of office personnel has been somewhat bewildering, but our "Bureau of Missing Persons" has located the following people.

Of those formerly at the Haight Street office, Walter Davis is now chief dispatcher at 24th Street; Pat Paetzel, Harvey Mayville, Monte Allen and Jimmy Neubert are at McAllister; Luther Howard is at Central Control; and Carl Moeller has gone back to Geary.

Eddie Arata, who until recently was located at 24th Street, will serve as roving dispatcher over the circuit.

In the Timekeeping Department, Alice Grant, Mary McIver, James Pagee, Paul Carr and Antonio Imeldi have moved from Geary to 24th Street. Theresa Anthenian goes to Geneva to replace Ethel Kearns who is transferring to Turk and Fillmore. Dennis Devine will complete the cycle by leaving Fillmore to go back to Geary.

Director Harry E. Cooley's Accident Prevention staff, consisting of Dick Griffin, Gordon Jensen, Clarence Lahey, Walt Wolfenden and Duke Wormuth, has moved from 24th Street to Potrero.

In the Bureau of Public Service, Assistant Directors Gardner Griffith and Myles Smith and Trolley Topics Editor Adeline Svendsen have moved to the Turk Street office building. Director Tom Irwin remains at City Hall.

Shop Notes

Investigation of weird sounds reportedly noticed by roof repairmen working on Elkton Shop reveal that the rafters still reverberate with the strains of Christmas carols ond other lyrics jubilantly delivered at Elkton's Christmas party. Under direction of "Maestro" *Pat Loughran,* cellared by the super bass voice of *Bill Lloyd,* and sidelighted by the accompaniment of "Harmonica Al" *Leslie,* all present joined in to fill the air with pleasing renditions of old favorite tunes. All due credit for the success of the party goes to committee members *Charles Blakeley, Jack Loebbing, Bill Roddock, Art Gilbrech,* and *Ed Hayes* who, in addition to attending to the details of preparation, acted as hosts at the festivities in a manner fully equal to the spirit of the occasion. Everyone was more than pleased with visits on this day from retired employees *Bill Hickey* and *Louis Satorious.*

Meet August Musante

August A. Musante, who now serves as an instructor for new conductors, is an excellent model for his students to emulate. During his 23 years on the platform he received more commendations for courtesy and efficiency than any other conductor, and his record was so outstanding that he was officially commended by resolution of the Public Utilities Commission.

Musante's personnal file is bulging

with letters from passengers whom he has befriended. These letters come from persons in every walk of life and relate his helpfulness to the aged, the blind or crippled, to children, harassed mothers, and to anyone else in need of assistance. When commendations such as these are received, a letter of thanks goes forth to the employee mentioned. In Musante's case this practice became somewhat embarrassing. "Inasmuch as Mr. Musante has received 44 commendations already, it is getting to be quite a problem to devise a new way of saying the same thing," said Tom Irwin, Director of Public Service, in a note written in 1941. The difficulty was finally solved by just sending Musante copies of the letters that were received.

Starting as a conductor for the Market Street Railway in 1918, Musante joined the Municipal Railway in November 1923. He became a Jr. Inspector in 1932 and was assigned to the Instruction Department in July 1944. During his two years as an Instructor, he has trained over 2500 conductors.

Musante is a native San Franciscan of Italian parentage, born in the Mt. Davidson district, which he says was then one big "cabbage patch." He was the oldest of nine children and confesses that he was the black sheep of the family. He ran away from home for the first time when he was only ten years old and caused his family considerable anxiety by disappearing for long intervals without word to them.

When he reached the age of 18 he suddenly realized what distress he was causing his mother. He thought of the years of patient devotion that she had given to her family and how poorly she was being repaid by his thoughtlessness. He resolved to make himself more worthy of such a mother.

Along with his decision to adopt a new way of life, Musante settled down to learn the baker's trade. A pretty Irish girl named Margaretta Logan was one of his customers, and in 1907 they were married. They were fortunate enough to raise seven fine children and they now have eleven grandchildren as well.

Musante has a talent for bringing out the best in those he meets. Perhaps that is because he expects the best of them. He has found that his fellow Railway men are the finest people on earth—and that opinion is reciprocated wholeheartedly by all who know him.

Our Sister Utilities

The Christmas Party at 425 Mason Street was a gala affair with excellent music, a popular bar, and a sumptuous buffet. The charming hostesses responsible for the latter were: *Ruth Fox, Bertha Keller, Daisy Schapiro, Virginia Tobias, Eleanor Morhoff, Eleanor Giuliacci, Rena Passetti, Jane James, Bernice Gutman, Alice Milstein, Grace Ceschi, Jane Granieri* and *Edna Leopold* . . . *Mabel Edwards* (Water Department) breezed into town the other day with her husband, Bill. She told of many interesting happenings regarding her time spent in the Oregon logging country . . . Grandpappy *Charles Reed* (Hetch Hetchy) is pretty happy about daughter Janet's baby boy born New Year's day. Prior to her marriage, Janet was a famous ballerina and appeared here with the Ballet Theater and other ballet groups . . . It is with deep regret that we report the death of Frank Isaacs, Assistant Architectural Engineer of the Water Department, on December 19th.

Some of the men who make the wheels hum at Potrero are shown above. (1) Dispatcher Jim Bittles confers with Division Superintendent L. G. Marshall. (2) In the dispatcher's office are L. E. Elston, Bittles, Frank McBean and J. P. Pigott. (3) Gilley room confab is held by Tom Cullinan, Pat McCarthy, J. Curtin, Herb Aichlmayr and Jerry O'Connor. (4) Receiver's room is manned by J. Delillo and J. Striethorst. At the windows are J. Rivero and C. D. MacGilfrey. (More pictures on opposite page)

Let's Get Acquainted...

Introducing Potrero Division

If Potrero carhouse is just a little patronizing toward its smaller sister divisions, there are a number of reasons which might explain it. Not only is Potrero the largest division in the Railway in point of personnel (around 700 employees), but it is also the largest electrical division as far as mileage is concerned, topped only by the coach division. It is also the home of the streamliner and of the trolley coach, which gives it an exclusive touch.

The carhouse was built in 1914 and started operation of the "H" line on September 7th of that year. On April 30, 1915, the "E" line was brought over from the old Union Street carhouse and was operated out of Potrero until 1938, when Geary took it over. In 1917 the "J" line was added and in 1918, with the completion of the Twin Peaks tunnel, the "K" line started operation. Later additions were the "L" line in 1919, the "M" in 1925, and the "N" in 1928. In 1941 the "R" trolley coach line went into service, and last fall the "33" trolley coach was brought over from Haight Street. Thus from the original route of 8.64 miles, Potrero has grown until it now covers 105.97 route miles.

Superintendent L. G. Marshall runs his division with a quiet efficiency which has won the respect of all his men. There is no "monkey business" in running a railway as far as Marshall is concerned, and he has had the background to give him a clear insight into all the problems of railroading. He started as a Motorman with the Municipal Railway on its first day of operation, December 28, 1912. In 1917 he became an Inspector, and in 1932 he was assigned to the Instruction Department. He was appointed Day Dispatcher in 1937 and has served in his present position since 1939.

Aside from the operating division itself, there are some interesting departments housed at Potrero. For instance, there is the Accident Prevention department headed by Harry E. Cooley. Assistant Superintendent of Transportation, whose activities are many and varied. Aside from the personnel interviews, training problems, statistical reports, and other office matters which are in his province, he is something of a "trouble-shooter" for all the Railway's ills and is always on hand at the scene of accidents, line delays, etc.

Also under Cooley's supervision is the Lost and Found department, which contains a hoard of fascinating articles which have been left on our cars and buses. An average of 250 items

per week are recorded, ticketed, and "filed" in the proper compartments. If there is any identification, the owner is notified; if the article is not claimed within 30 days, it is returned to the finder.

Another section is the Training Department which has its special problems due to the various types of equipment operated. With streamliners, single-motored and two-motored trolley coaches, and two types of street cars, the staff has to be familiar with five different kinds of operation.

The Woman's Touch

Those who have wondered how women operators would adapt themselves to the drab outlook of their cars will be interested to learn that feminine instincts have triumphed in at least one instance. Passengers boarding a Philadelphia conductorette's car during the Christmas holidays were surprised—and pleased—to find holly, peppermint sticks and Christmas bells along the walls and even a sprig of mistletoe over the exit.

Garage Exhaust

Annual Christmas Party by Garage shopmen was terrific, as usual. Thanks to 24th Payroll Division and Chief Instructor *Bill McDevitt* for furnishing the hall. And to *Julius Girod,* Supt. of Parks, for the trimmings... *Bert Stevens* made another low flying round trip to L. A. in his "Hot Rod"; still insists it was to spend New Years with his Mother . . . So our prince charming *Milton Harms* joined the ranks of benedicts. In unison we say, "Best Wishes, Buzz" and "Wonders never cease"... Garage keglers are smacking the pins in good form and doing all right in the League... Saw *Joe Castro* and *Fred Boehme* getting kinks from their arms and it must mean spring training for our Baseball Team... This time the cigars were on *Russ Reid* because of young Timothy; *Mike Rose* in honor of brand new Richard; and *Charley Schweiger's* stinkers fouled the air because of son Rodney... We learn that blue booties were correct at the home of *Sylvana Osuna* because it's Eugene, Jr... And our pappy guy *Eddie Sheehan* looks down his nose at all the upstarts account of his new granddaughter Catherine Claire... Watch this column for further startling developments.

Sympathy

Thomas B. Johnson, former Claims Adjuster, died on January 6th at St. Francis Hospital. He had been with the Municipal Railway since 1915, first as a Conductor and later as an Inspector. In 1931 he was appointed Claims Adjuster and served in that capacity until his retirement in 1943.

Frank Weinand, Geneva Conductor, died at his home on December 9th after a long illness. He joined the Market Street Railway in 1943.

Human Nature: That which makes you swear at pedestrians when you drive, and at drivers when you walk.

Other personnel at Potrero include: (1) Duke Wormuth, Harry E. Cooley, Assistant Superintendent of Transportation, and Instructor Bill Ratto. (2) In the Accident Prevention group are Clarence Lahey, Duke Wormuth, Walt Wolfenden, Dick Griffin and Gordon Jensen. (3) Jane Horton and Milo Walsh are co-workers in the Lost and Found Department. (4) Training staff consists of John Costello, Vincent Senatore, William Croteau and Bill Ratto.

Letters Show Public Is Quick To Praise Railway Employees For Good Service

Commendations for courtesy and efficiency continue to arrive for our Railway men and women. These letters indicate that our passengers are as quick to appreciate good service as they are to condemn rudeness or inefficiency. New members of our "Courtesy Club" are listed below with an excerpt from the letters received.

C. H. George, Geneva: "I wish to commend Motorman No. 157 for his quick thinking and efficiency in handling his car to avoid a serious accident to the occupants of an auto and also the passengers in his charge."

Ceasley Logan, Potrero: "He was not only considerate and kind to all patrons but was especially patient in giving directions to an elderly lady who was very confused and a bit lost."

Peter Diduch, Geneva: "This particular conductor calls out every street on the way down and not only the streets but also the transfer points on the way."

Nat Dotson, McAllister: "It was raining heavily and he very courteously assisted a blind man from his car and led him to the sidewalk."

J. O. Patton, Sutro: "I am writing this note as a daily rider of San Francisco street cars, to express appreciation for one unusually courteous and accommodating conductor."

Goldie Eatmon, Geary: "Her effect on the passengers was magic; she was helpful and cheerful, and everyone left the car in a happier mood."

J. E. Hood, McAllister: "He was especially kindly to the elderly women and made every effort to give them the information desired, assisting them at their destination."

Irene Conyers, Fillmore: "If she were not so honest I might have had a very unhappy Christmas as the watch she returned belonged to my mother."

Earl Warren, Sutro: "Would like to report the splendid way he calls out the stops en route, also the information regarding hospitals, etc."

A. J. Picone, Potrero, and *Hugh Duffy,* Inspector: "I left my purse with over $30 and much of personal value. The conductor, who had been most kind in helping me alight with my baby and bundles, turned it in with every single item intact. I reported my loss to the inspector, who did everything possible to check on it for me and was more than kind and considerate."

Wyatt Green, McAllister. "He helped a crippled girl off the car, answered questions courteously, and did *not* pull the bell till all was clear."

Conductorette Logasa Wins Praise in Press

"Here is the best natured young lady there is, probably . . . She is MUNICIPAL RAILWAY OPERATOR No. 1436, and she has stood in what is laughingly called the 'safety zone' at Geary and Kearney for years—loading lost people onto buses, giving transfers, giving directions, giving the time, giving advice, help and smiles to all the frantic, frazzled, frenzied folk who gather at this madhouse corner trying to get somewhere else . . . She undoubtedly has thousands of friends, who, like me, have never been able to monopolize her conversation long enough to learn her name." (*From Kerm Wallace's column in the Examiner. The young lady referred to is Ruth Logasa of Fillmore, whose picture appears on page 2.)*

George B. Green, Geneva: "He had a jolly word for every child. One boy who was going to jump off while the car was in motion was kindly but firmly helped back, and just as kindly and firmly told that the car had stopped to take him on and would also stop to let him off."

Judd Jorgensen, McAllister: "I wish to report a very pleasant, kind and efficient conductor. Too many persons forget the small considerations that are so appreciated."

Richard Adams, Geary: "I am crippled and find it most difficult when boarding cars. He was most helpful and kind in assisting me, and I am forever grateful for his thoughtfulness."

Edna Williams, Fillmore: "If there ever was to be a popularity vote for your employees she would certainly get mine as well as everyone else's on that car."

Elbert Holmes, McAllister. "He kindly directed me to the French Hospital and was also outstanding in courtesy."

L. B. Delaney, Sutro: "Many of the others could take a lesson from his courteous and helpful attitude."

McAllister Division

Motorman *R. A. Timm* has returned to work after a three months' illness and we are all glad to see him back . . . *Clarence J. Williams* and family spent the holidays in Los Angeles with relatives; we heard the trip was a Christmas present and a mighty nice one too . . . Our dispatcher, *W. J. Johnson,* had Christmas and New Year's Day off for the first time in 30 years service; he certainly deserved it . . . Conductor *Harry Burns* and his family had a wonderful time in Oregon; they spent Christmas with his wife's folks . . . We were sorry to hear about *Maybelle Paetzel* losing her purse New Year's Eve. Sure hope you get it back, Pat . . . *Bill Ramer* has been on the sick list for some time, but we hope he is able to get back to work with us soon.

Geary Division

Did you know the Geary Car Barn is now a radio station? It's in the back of the barn, you know . . . The General Sign-Up completed finds some of us in other Divisions. So to the new men we offer a welcome; to the ones that left—good luck . . . It's hard to imagine Conductor *Robert Grangey* driving a bus! . . . All of us are looking forward to the big pay day—1st of February—Wotta Day!! . . . A few years back a report of an accident read thus:

"The night was dark and stormy,
The rails were slippery too.
The switch was open at Union Street
And I went sliding through!"

Division and Bryant

Myrtle Ann Loebbing is now in the exalted position of President of Golden Gate Parlor, Native Daughters of the Golden West . . . Lucky People Department: *George Tilton* and *Bert Clarke* have both found apartments during the month . . . The Office looks with envy upon the storeroom office with its new coat of soft green paint, but *Joe Frantz* and *Joe Beck* beam with pride . . . *Myrtle Loomis* and *Cecile LeGallee* are both expectant—grandmothers . . . 1946 went out with a Bang—an explosion in the salvage yard next door which broke three window panes in *Earl Southard's* office.

Nature never invented anything that grew as fast as the fish from the time it got into the boat to the time the angler is telling about it at the corner drug store.

Office Chitchat

Ann Traverso, formerly with the Accident Prevention Bureau, is now working in the Schedule Department. Welcome to Geary, Ann! . . . *Angelo Landi* has done it again! Added to his list of ardent admirers is none other than the lovely concert artist, Irene Manning. Ask the Angel to show you the letter of commendation he received, and don't let him tell you that he doesn't have it in his pocket because we know better . . . Congratulations to *Jim Pagee* on his newly-arrived son, Daniel Roy . . . We're hoping by the time this goes to press that *John "Jerry" Lynch* will have recuperated from his recent illness. Everyone at Geary has been inquiring about him . . . To the many friends of *U. P. Burke,* he is coming along fine and should return to work soon . . . *Mabel Birch* will serve as vice-president of the Executive Secretaries' Association of San Francisco for the coming year . . . No, girls, *"Lovey" Lawless* of the Schedule Department is not as serious-natured as he looks. That is only a front to keep the matrimonial-minded femmes away . . . *Nabla O'Brennan Ruane,* formerly of the Claims Department, is the proud mother of a baby boy . . . Did you know that *Wilma Tighe* of McAllister won the bond which was first prize in the Christmas raffle? *Kay Maloney* won the bottle of bonded whiskey.

Famous last words: Remind me to have these brakes checked—tomorrow.

Potrero Division

We all at this Division extend our deepest sympathy to the relatives and friends of Battalion Chief Patrick Duffy, who recently met his death in line of duty . . . Receiver *Austin Bray,* a man of few words, has been thinking seriously of going into the shipping business. "Serge" says his one ambition has been to be chief of the Ferry Loop . . . Conductor *L. Dilley* says that it pays to be courteous to all passengers even on owl runs . . . Conductor *Ray Linehan* says that he has always made it a practice to say "Sir" to his superiors. Is that how they do it in Ireland, Ray? . . . Motorman *R. J. Bini* says that day and night runs are all the same to him. Single, eh? . . . Inspector *Mike "Happy Day" O'Sullivan* says he has worked for the Railway from the ground up. He has been a trackman, motorman, conductor, inspector, receiver, back to conductor again, and now inspector once more.

Conductors all are the Lydeard family of Geneva. They are Robert W. (son), George W. (father) and George T. (son).

Washington-Mason Division

With the coming of the New Year, Washington - Mason is ready for a fresh start. A lot of resolutions have been made by the boys and girls which we hope will be carried out . . . A few of the December highlights for the division were: Gripman *George Bothman* injuring his knee at Washington and Fillmore—hope to see you back soon, George; *Robert Collins* on vacation; Conductor *George Brandley's* OOMPH; and last but not least, our own *Gust Dales* driving a horse and wagon at Powell and Washington—hope you were on time, Gust . . . The general sign-up will see a few new faces over here and we hope the new members of our cable car family will like our scenic routes . . . *Gus Fadis* is back at his old stamping ground, the turn-table, for a while and says the old place hasn't changed a bit.

Retirements

Clarence P. Holt, Geneva Conductor, retired on December 16th. He joined the Market Street Railway in 1910.

Robert Gibson, Potrero Conductor, who has been with the Railway since 1913, retired November 1st.

William Fehelenmacher, Geneva Conductor, who has been employed since 1917, retired November 30th.

Orders for new trolley coaches placed during the past 12 months total more than the entire production of the industry for 12 years before the war, according to the four leading trolley coach manufacturers. (Passenger Transport)

This Version of Kilroy Legend Won 50-foot Streetcar for Author

How would you like to get a streetcar for Christmas? James J. Kilroy of Halifax, Mass., received one, and it was probably the largest present delivered during the holidays. Actually it wasn't a Christmas present but a prize he won on the" Spotlight on America" radio program for his version of how the "Kilroy was here" legend originated.

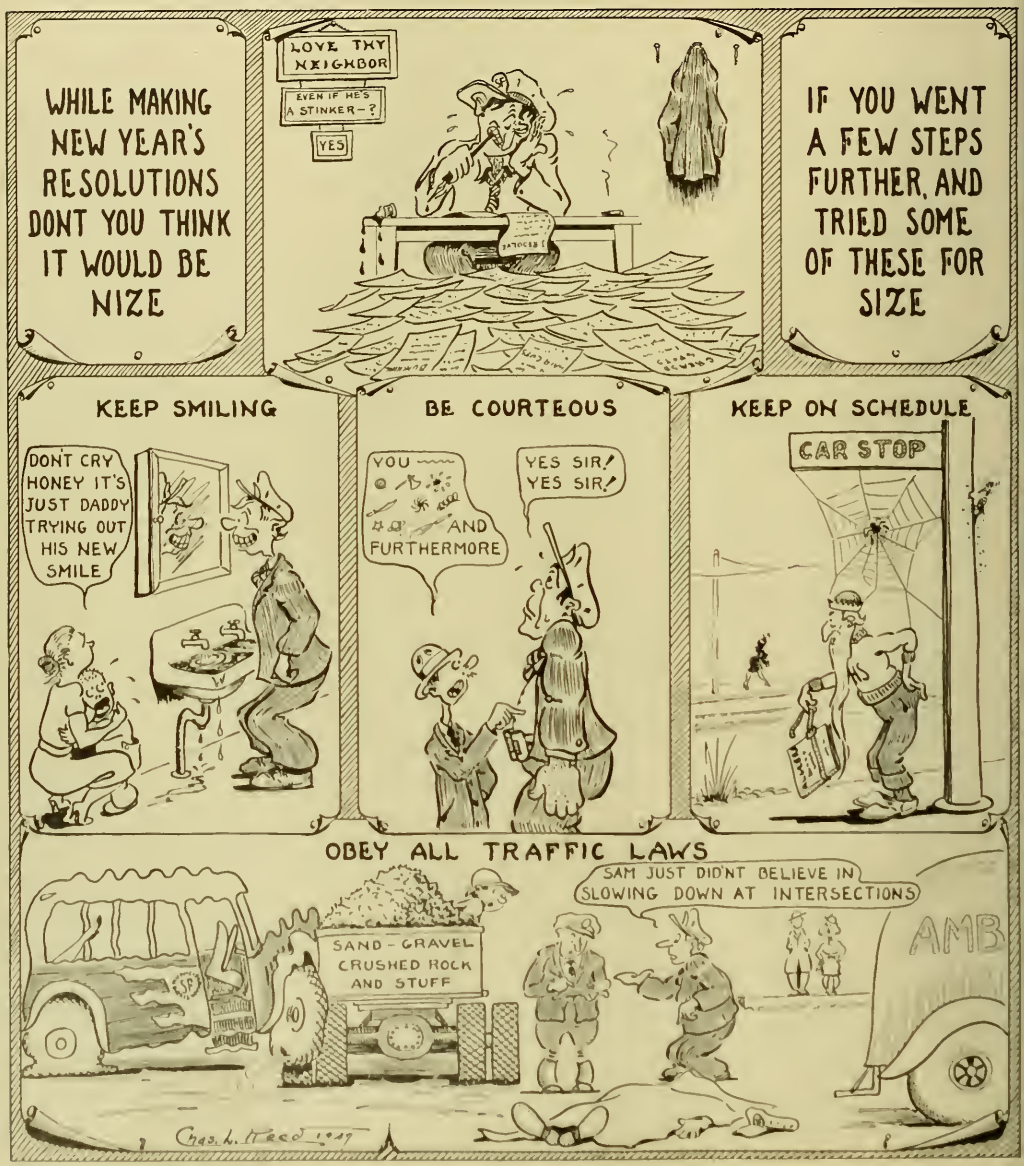
According to Kilroy, when he was an inspector in a steel company shipyard during the war, he was continually asked to make inspections which he had already completed. In desperation, he started to scrawl the now-famous expression on parts he had approved. Soldiers and sailors saw his markings and began copying them with the result that the gag traveled around the world.

The 37-year old streetcar, formerly part of the Boston Elevated System, is now being used as sleeping quarters for six of Kilroy's nine children. Another streetcar, won in the same contest by Mrs. Harold Coffman of Los Angeles, is serving as a home for a GI also with nine children.

Going into debt often comes from spending what you tell your friends you make.

Geneva Division

Congratulations to the *Dario Brasesco's* on the arrival of a 7-pound baby boy on December 16th; also to *Ed Bruzzone,* who became a grandfather on December 19th . . . Conductor *Frank Crowley* spent two weeks at home nursing an attack of poison oak; those red Christmas berries certainly look enticing on the country hedges . . . Motorman *Sherman Douglas* is back running his favorite run after several weeks' sickness . . . Motorman *Ivan J. Hardy* is still dreaming of the day when he can sign up on the San Mateo line with new streamline cars . . . Seems a pity *Ruthy Williams* couldn't display her beautiful gift under the famous Geneva Christmas tree, which, we are told, was the only Christmas tree in the whole system . . . Did you know that *Katherine Reichmuth,* besides being beautiful and blonde, is an accomplished musician on the accordian? . . . Motorman *Corny Desmond* comes to work every morning singing "Tipperary"; we are told that a ticket has been purchased for the long-awaited trip to the old sod.


WHILE MAKING NEW YEAR'S RESOLUTIONS DONT YOU THINK IT WOULD BE NIZE
LOVE THY NEIGHBOR
EVEN IF HE'S A STINKER-?
YES
IF YOU WENT A FEW STEPS FURTHER, AND TRIED SOME OF THESE FOR SIZE
KEEP SMILING
DONT CRY HONEY IT'S JUST DADDY TRYING OUT HIS NEW SMILE
BE COURTEOUS
YOU
AND FURTHERMORE
YES SIR! YES SIR!
KEEP ON SCHEDULE
CAR STOP
OBEY ALL TRAFFIC LAWS
SAM JUST DIDN'T BELIEVE IN SLOWING DOWN AT INTERSECTIONS
SAND - GRAVEL CRUSHED ROCK AND STUFF
AMB
Chas. L. Reed 1947

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

2 FEBRUARY, 1947 No. 2

Trolley Topics

Vol. 2 FEBRUARY, 1947 No. 2

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Retirements

William A. Kramer, Sr, ERSM at Turk and Fillmore, retired on December 31st. He had been employed since 1921.

Charles J. Bashford, Supervisor of Schedules, retired on February 24th. He had been with the Market Street Railway since 1900 when he was employed as a conductor at Turk and Fillmore. In 1902 he was transferred to a clerical position handling the employment of platform personnel. In 1905 he became day dispatcher at Sutro, and in 1915 he was appointed head of the schedule department of the Market Street organization. With the consolidation in 1944 he received his present title.

Platform Men Who Contact Public Are Best Advertisement Railway Can Have

Never underestimate the power of a platform man in influencing the public. His courtesy and efficiency are of prime importance in determining the attitude of the passengers toward the Railway, and he can win countless friends by his conduct. Witness the following excerpts from letters showing how our patrons appreciate the good service given by the employees commended.

Peyton T. Newlon, Geneva: "It was indeed a joy to see him assist his passengers, especially the aged and infirm. His polite answers to innumerable questions were always given with patience and a smile."

Ellis B. Seals, Geary: "I admire the efficiency with which he handles his job, but my real reason for writing is to comment on the very tactful way in which he reminded some well-dressed women that they had 'forgotten' to pay their fares."

William Greene, Potrero: "His kindness to a woman and her crippled child made friends of every observer."

Martin L. Deane, McAllister: "He helped an elderly lady to avoid what could surely be a severe accident, if not death."

Maurice T. Foley, Geary: "The motorman was considerate enough to stop his car for me even if I had not quite reached the street."

Anthony Gonzales, 24th Street: "This driver was courteous to all his passengers, and though a few minutes behind schedule (due to the fog) never once jerked the bus in starting or stopping nor did he jam it through intersections."

Timothy Boland, Geary: "The conductor rang for a stop and helped the little old lady aboard—with a very nice smile, to boot."

Stanley Kruczynski, McAllister: "I wish to compliment Conductor 1102 for the courteous manner in which he handled a very difficult and rude female who tried to pass him an overdue transfer. He certainly was a perfect gentleman."

Donald F. McCarthy, Potrero: "We have seen him get up out of his driver's seat to help old people on and off the bus as well as women with children in their arms. He also seems to know his streets very well."

Leroy H. Yarborough, Sutro: "Even with the tremendous holiday overloads he did not lose his equanimity, his courtesy or fail to call his streets. Truly a good representative of the Muni system."

Blood Bank Needs Donors

The Irwin Memorial Blood Bank is urgently in need of donors in order that a supply of the vital fluid may be on hand at the time it is needed. Most of us know that we can replace blood at the Irwin Bank after it has been used, and our Railway personnel have shown a heart-warming generosity in making such donations when needed. But we must also realize that it takes considerable time to type and prepare blood for transfusion, and that it must be *in the bank* at the critical moment. There have been some tragic instances when blood of the necessary type was not instantly available, and no amount of "replacing" later could be of any help. In order to avoid such sad contingencies, the Bank must have blood on hand well in advance of the need.

Blood which is "deposited" in the Bank is credited to the donor and may be "withdrawn" at any time in the next six months, thus providing a safeguard for our family and friends. In order to be certain that there will always be blood available to save lives, every citizen of San Francisco should feel a personal responsibility toward building up a surplus. Let's not leave it up to the other fellow to contribute the blood that may mean saving the life of one who is dear to us.

Obviously enjoying his radio appearance is Nick Papadakis (center) of Washington-Mason, who appeared on the Vox Pop show last month. On the left is Parks Johnson; right, Buzz Willis, associated producer of the program.

Frustrated Rider Stalls Traffic in Eastern City

The full-page picture in a recent edition of LIFE showing a woman standing in front of a loaded bus to prevent it from moving aroused the ire of more than one reader. The picture, later reprinted in TIME, was captioned "An Unknown Heroine of 1946" and the story related how three buses, jammed to the doors, had whizzed past her. The fourth stopped and a few people managed to squeeze in, but she had been too late.

"That did it. The woman planted herself firmly in front of the bus. The driver honked his horn. She refused to budge. Rush-hour traffic began lining up behind. More horns tooted. A policeman argued and pleaded, to no avail. Twenty minutes passed. Finally, the woman having dramatically made her point about five long years of crowding and bad service, tossed her head and marched away."

A letter to the editor which appeared in a subsequent issue expressed the opinion of many. "LIFE looks in the wrong place for heroism. The unidentified woman 'laden with bundles' who tied up rush-hour traffic in Worcester for 20 minutes by standing in front of a crowded bus, is no heroine . . .

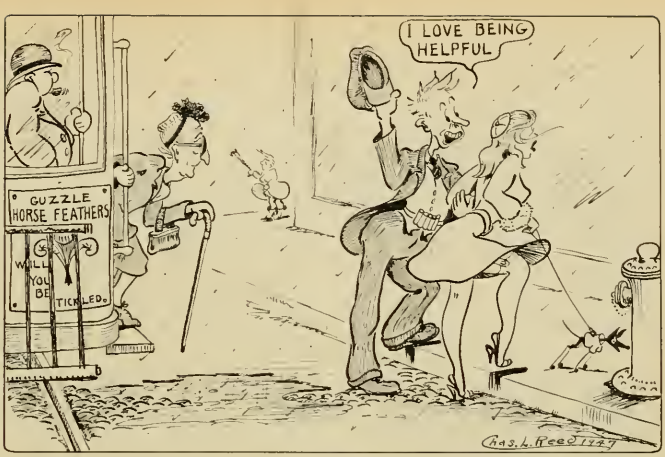
"The heroes were the passengers who could smile at this display of frustrated ill-temper that caused them unnecessary inconvenience, and the bus driver who accepted the situation with patient resignation.

"To them, a flock of orchids for good-natured forbearance—they realize it is difficult for the bus company to obtain new vehicles as it is for the average citizen to buy a new auto . . ."

It is understandable that many people throughout this country feel they have a right to protest about poor transportation service. On the other hand we are glad to learn that there are many who appreciate the problems facing the transit industry and are willing to give us a chance to solve our problems.

On Our Cover

These people don't run a street car or bus, but the Railway couldn't operate without 'em. In the Overhauling Shop at Elkton we have Salvatore Gambuzzi and Carlo Nicora preparing to change a street car motor. Charles Watson is boring out a wheel in the Wheel Room. Attending an electric furnace in the Foundry is Charles Johnson. Track Foreman Pat Kelleher looks on as Con Mahoney and George Spechea work on a rail at Division and Bryant. Gerald Krogman and Wallace McKnight are giving the bus a "facial" as it passes through the automatic washer. On duty at Fillmore substation are Jack Ruster and H. G. Nicholson, pictured in front of one of the big generators. Circular inset shows switchboard at Geary with Operators Lulu Murray, Margaret Burns, Katherine Small and Marie Koepke.



Fillmore Division

All new transferred employees on this last General Sign-up are feeling right at home in this division of ours, and why shouldn't they, with plenty of smiles, radio music, etc. We all extend to you all a regular fellows "Hello". We are all working for the same cause, namely *first class transportation for our own city of San Francisco* . . . We all extend our sincere condolences to *Bryant Mears* for the loss of his father; to *Charles Loving* for the loss of his son whom he took to his home down South for burial; also to *Fred Reigert* for the loss of his brother-in-law . . . Congratulations to *Adair Wadley* and wife on the recent arrival into their home of a bouncing healthy baby boy . . . *James Mahoney* is on the road to recovery after being operated on recently.

Sympathy

Harry E. Wiles, Potrero Conductor, died on January 26th after several months illness. He had been employed by the Railway since 1918.

Office Chitchat

Two new calculating machine operators at Geary are *Alice Scarry* and *Primetta Calloni* . . . We're glad to know that *Merlin Henry* is feeling better after a serious illness at Hahnemann Hospital . . . Another casualty was *George Quinn*, who was battered but not seriously injured in a street car accident . . . Honored at a birthday luncheon given by the ladies of Geneva were *Jeannette Sorensen* of the Equipment Department and *Ida Michels* of Personnel . . . *Joan Sadowski* came back from an ice-skating party in Modesto with her arm in a sling. According to *Ray Hayton's* version (he wasn't there though), city-slicker Joan was going to show the local talent a few tricks and ended up skating on her elbow . . . Everybody is happy to see *Ulick Burke* back at work in the Schedule Department . . . *Eula McVicar* and *Joe Beaumont* of Geneva Timekeeping both celebrated wedding anniversaries on Valentine's Day . . . Three bowling aces at Geary: *Jim Duffy, Ernie Cordini* and *Homer Hopkins* . . . That wavy red hair of *Paul Frasher's* is much admired—some of the gals think nature wasn't playing quite fair in giving hair like that to a mere man . . . Accountant *Joe Crosson* is busy these days organizing the new tabulating installation. The following tabulating machine operators are welcomed to this department: *Leo Burns, Joe Hendrickson, Lanier Moore, Eileen Albrecht, Barbara Campbell, Audrey Hellwig, Eleanor Morhoff, Edith Welch, Emma Kochart, and Lois Folden*. Incidentally, Joe is the envy of the Railway with his bevy of beauties.

The Claims Department gets a lot of "grief" but seems to take it cheerfully. Above are (1) General Claims Agent Donald Mazzoni and Isabelle Anderson; (2) Walter Wilmarth, Harry Griffith, Joe O'Neill, Francis Lubner; (3) Bernice Haggard, Claire Pereira, Margaret Soper, William Menaker; (4) Alfred Felder, Frank Backmier and Mel Irving.

Let's Get Acquainted...

Introducing the Claims Department

This is the third series of short articles covering the various divisions and departments of the Municipal Railway

After the platform man finishes filling out an accident report and turns it in to his dispatcher, he breathes a sigh of relief and figures that is the end of it. Actually that is just the beginning, and there are many departments concerned with the information in his report. Chief of these is the Claims Department, whose responsibility it is to see that justice is done to all parties concerned in each individual accident. Their work is of paramount importance to the injured person, the employees, the Railway itself, the city government and the public.

The Claims Department is located in a row of offices on the second floor of the Geary carhouse. The tales of woe that funnel through this section are numerous and varied, and the men and women who handle the sometimes irate claimants must be diplomats of the highest order. Let's see what happens to the accident report after it reaches them.

The daily stack of reports goes first to Sr. Claims Investigator Pete Beasley, who looks them over and assigns them to the investigators. He is quick to estimate the possible extent of the claim and to pick out reports requiring special attention.

As soon as the Investigator is assigned to a case, he starts immediately to obtain all pertinent facts on the incident. In many cases liability for the accident can be determined readily. In others considerable investigation may be required. Photographs taken at the scene of the accident are often of great help in doubtful cases. Sketches of the scene may be made, witnesses may be interviewed personally, additional witnesses may be secured if needed. The investigator must be observant and quick of mind if he is to obtain all the evidence required for a fair disposal of the case.

Meanwhile the office staff, under Chief Clerk Alfred Felder, lists the accidents by divisions on a summary sheet, and gives each one a file number. Each case is carefully indexed according to the names of the people involved, the location, and the type of accident—that is, whether it be automobile damage, personal injury, or personal property damage. Form letters are sent to all witnesses asking for their version of the occurrence. Any other information pertaining to the incident which may have reached the Claims office (emergency hospital report, police report, inspector's report, etc.) is attached to the file.

At the same time that the Railway is conducting its investigation set in motion by the operator's report, claimants are arriving at the reception office

to discuss possible settlements. This brings adjusters Mel Irving and Frank Bockmier into the picture.

Cases involving automobile damage are referred to Bockmier. Depending on the merits of the case he may recommend immediate settlement, or he may turn it back to the investigator for further investigation. In all cases involving automobile damage, the owner is requested to have the damage appraised immediately after the accident by our Railway appraiser.

Personal injury claims are handled by Irving. He obtains a dealed report and arranges for an immediate physical examination. In addition there may be x-rays and laboratory tests according to the type of injury claimed.

Obviously in many instances agreement cannot be reached readily as to whether or not liability exists on the part of the Railway. In such instances a lawsuit may ensue. Sr. Claims Investigator Maurice Murphy is the Claims Department representative on litigated cases and acts as a sort of liaison officer between the Claims Department and the City Attorney's office, who handle all court actions.

Heading up all the activities of the department is Donald Mazzoni, General Claims Agent. On him rests the final decision in non-litigated cases as to whether a settlement should be effected or the claim rejected. His experience and training enable him to evaluate all the factors involved and to make decisions which will dispose of the case equitably. His charm and tact in dealing with claimants, as well as his obvious desire to treat all parties fairly, have made friends for the Railway out of potential enemies. Mazzoni started with the Railway twenty years ago as a Conductor. He has since served as Inspector, Dispatcher, Claims Investigator, Claims Adjuster and now as Claims Agent.

While the Claims Department would be considerably happier if accident reports were fewer, they are firm in insisting that even the most trivial accident be reported in full detail and that witnesses be secured. Without witnesses they are at a decided disadvantage in properly investigating the accident. Witnesses not only protect the Railway but protect the operators as well. Revising the famous "Get your man" slogan of the Royal Mounted Police, Mazzoni says, "Get your witnesses." He cannot reiterate this advice too often or too strongly.

Not only do witnesses serve to guard the Railway against unscrupulous claimants, but they materially assist in making our own claims against others. Last year the Claims Department collected approximately $19,000 for damage done to our equipment.

If the operator will cooperate by turning in a report on *every* accident, no matter how slight, by securing witnesses, and by giving complete and accurate details, the work of the Claims Department will be greatly simplified. Best of all would be a determined effort on the part of every employee toward avoiding accidents altogether.

Other Claims Department personnel include (1) Harold Warcester, Pete Beasley, Frank Manning, Kenneth White; (2) Jacqueline Margan, Marvin Saxtan, Anne Waaley, Matilda Husk; (3) Raland Stark, Florence Silva, Eileen English; (4) Herbert Tait, Maurice Murphy and Alfred Betts.

Harold Shurgin, head night Inspector, demonstrates the proper use of the microphone in the new radio room at Central Control to Inspectors Charles Dussourt and Allen Murphy.

Five Railway Teams Near End of Bowling Season

The Municipal Employees' Bowling League is nearing the end of its schedule of play, and while our Railway teams are not at the top of the league, we at least have the honor of having more participants than anyone else. Of the twelve teams in the League, the Railway has five. No other department has more than one team entered.

As of February 6th, the highest Railway team was the Office No. 1 group with 31 games won. Railway Platform was next with 26 games; Machinists with 25; Office No. 2 with 21; and Office No. 3 with 18.

Best individual Railway performers were Stan Rakeman of the Platform team with a 172 average; John Whitney, Office No. 1 team, 160 average; Lin Lofstedt, Machinists, 154 average; and Jim Griffin of the Machinists, Irving Myerson of the Platform, and Jim Duffy of Office No. 1 tying with a 149 average.

Shop Notes

Wintry weather such as was encountered by our superintendents *William C. Bendel* and *Charles D. Miller* during their recent trip east where they attended conferences and inspected new equipment scheduled for service here; holds no fears for employees of Elkton Shop who now enjoy the protection of a weatherproof roof as the result of a major repair job now nearing completion. Further progress in keeping with the trend toward modernization is reflected in the "Three-Dimensional Seeing" color scheme adopted for repainting of all shop machinery. The two-tone effect features a design of gray bodies and green or buff colored working areas and other critical machine parts which provides, through improved vision, greater safety and efficiency. The Du Pont development is a tried and proven principle based upon scientific fact, the advantages of which have been confirmed in thousands of American industrial plants . . . Congratulations to *Paul Vogt, Sr.* ERSM at the Ferry Loop, who is the proud papa of a baby boy.

No Complaint Registered Over This Unusual Delay

A service delay that stalled fifteen cars and hundreds of people in New York City was met with a smile by most of the passengers involved. The cause was a small dog who had scurried under a car and became wedged between the rear axle and the floor. Bystanders shouted to the motorman who stopped his car and called for an emergency crew. The rear of the car was jacked up, and the dog was released, greasy but unharmed.

A "shoppers special" service between the outskirts and the heart of the business district has proved successful in several cities. Shoppers may drive their automobiles to the edge of the business area and go by bus the rest of the way. In most cases the service is offered between 10:00 a.m. and 4:00 p.m., fares are kept low, and no transfers are issued or accepted.

24th Street Division

Our condolences go to our Superintendent, Mr. Lewis, in the hour of sorrow when his brother passed away . . . *Charles Hannaman* passed out the cigars—yes he went and got married. Good luck, Charlie. Benjamin Franklin was only married two weeks when he discovered lightning . . . Assistant Dispatcher *J. Brackett* is learning how to croon over the loud-speaking system; as a result the men are swooning when they hear "that voice" . . . *Jim Treanor* must have been looking for a "flea" and caught cold as he was off work for a few days . . . Anyone having a cow see *John O'Connor* who is in the market for such; having six kids, you can't blame him . . . Receiver *H. Barrill* just bought a new rifle; he'll be telling tall tales about his hunting trips . . . Operator *J. Baptista* has a way of getting the fish. Ask John sometime . . . Did any of you fellows ever listen to Operator *James Joyner* tell who is boss in his home? Well, we hear that Jim was such a bad boy one day that he was sent to bed at 7:30 p.m. without supper . . . The boys should come around about 2:00 a.m. some morning and hear Farmer *Clark Farlow's* life story; sure is interesting.

Washington-Mason Division

The general sign-up brought several new members to our family, namely Conductors *Franklin, Starchill,* and *McGilbray*. Our new gripmen have all been trained by our own instructors, who did an excellent job of training. They are *Bodinson, Thaxton, Reichnitzer, Lockey, Isaacs, Haynes, Page, Rockwell* and *Stringer* . . . *Conductors Borgans, Williams, Bolden* and *Martin* together with gripmen *Buskirk* and *Hill* jumped the gun and are on their vacations—it's a long time till the next one . . . Highlight of the month: On January 14th the people of our fair city were startled to hear the clanging of a cable car bell coming from their radios. Their ears were not deceiving them. Our own *Nick Papadakis* was giving all he had for "VOX POP" as a guest star of Johnson and Hall. Nick did his act so well that he was presented with a beautiful automatic shot gun. To *McCarthy*, our genial carpenter, goes our thanks for building a strong platform to hold that bell as Nick has an awful wallop . . . Will some kind person please tell us why our morning dispatcher, *B. C. Campbell*, has a liking for the other fellow's hat? He and *John Hurst* (we are told) exchange kelleys every other week.

Bus Driver Gets Showered

Almost anything can happen on a bus. Even a baby shower. So a Los Angeles coach operator discovered recently when such a shower was given in his honor. Learning that the popular operator was soon to become a father, some of his regular passengers got together and arranged the affair. As each passenger boarded the bus at the various stops, a beautifully wrapped present was handed to the amazed driver.

The secret of his popularity? Courtesy, friendliness and desire to be of service were traits mentioned by his appreciative patrons.

Potrero Division

If you see Motorman *L. D. Lofton* carrying a large grip around with him, he is not moving but is just displaying his leather goods—a variety for all occasions . . . Motorman *E. J. Ellien* says watch that traffic light—be sure you get the green light before you cross . . . That bright shining black Pontiac you see parked around the barn belongs to Motorman *Walter Worth*. Walter says that simonizing is the best exercise you could wish for . . . We are glad to have our ace collector, *George Mitchell,* back on the job after a long illness. Welcome back, George. We wish at this time to extend our deepest sympathy to the relatives and friends of Conductor *Harry Wiles,* who passed away recently . . . Collector *Pete Nerio* says there is nothing to it on Market Street when the conductor and motorman are at attention for the O.K. signal . . . By the time this issue is published quite a number of the boys from this division will have left us to join the Police and Fire Departments. Each and everyone of us wish them every success in their new assignment.

Railway Men Appear on Radio Programs

Opera and movie appearances have already been mentioned in Trolley Topics as sidelines of some of our talented Railway family. Now they are invading another field — radio shows.

Nick Papadakis of Washington-Mason was a star performer on the colorful Vox Pop program over KQW last month. He demonstrated his proficiency on the cable car bells to the radio audience and gave Parks Johnson some interesting sidelights on the operation of the little cars.

Early this month our Inspectors at Central Control were interviewed by Hal Wolf of KPO on a program describing the Railway's radio control system. Utilities Manager J. H. Turner and Electrical Engineer Fred L. ReQua were introduced first and gave an explanation of the operation of the system. Inspectors Ivy Hester, George Gayner and Robert Scott were then questioned as to their specific jobs.

Anyone who listened to either program could not help but be impressed with the ease and assurance with which these representatives of the Railway faced the mike.

Conductor Defends Fare Box From Vandal

Conductor John Fitzgerald of Geneva acquired a few battle scars in line of duty early this month. An intoxicated passenger got on his car, refused to pay his fare, and ended up by pulling the fare box off the stanchion and throwing it into the street. Fitzgerald hopped out to save his fare box and had to fight off the belligerent drunk. Meanwhile Motorman Leo Bercu called the police, who carted the assailant away. We think Fitzgerald and Bercu deserve a word of praise for their defense of Railway property and for their handling of an unpleasant situation.

Garage Exhaust

Very strange, but there are no reports of contributions by people of the Garage to the population of our great country for this issue. Place must be slipping—or folks are resting on past laurels . . . Hot Stove League convened at Doyles and plans for coming baseball season were formulated — looks like conditions for opposing teams are rough—24th Street Tigers are very hot . . . With admiration we give a deserving salute to our *Peter Murray* as he stands with head bared and raises Old Glory in fair weather or foul at the beginning of each day's business. And to *Charley Sarcander* for doing the honors at retreat . . . Latest reports on Garage project No. 234 are that grand opening will not be held until ordered parts bins are received and installed. *Bert Stevens* thinks we should celebrate by serving Swedish meat balls to all. Passionate green decorated offices for *Stevens, Peterson* and staffs will be ready for occupancy soon . . . Our loss of *Jim Griffin, John Tully* and *Joe Doody* will certainly be the Fire Department's gain. Good luck, men, and it has been a pleasure working with you . . . Lots of midnight oil is being burned by our L. T. Mechanics boning for forthcoming examinations and to them go our best wishes . . . Our condolence is extended to *Ernie Kilby* on his recent bereavement.

Lined up in front of the Geary car house are the first Railway busses operated in San Francisco. The route was inaugurated on September 1, 1917, to provide service across the Park between the Richmond and the Sunset districts. These first busses were trucks which had been leased by the Railway and converted to accommodate passengers. You may recognize some familiar faces including Fred Boeken, Eugene Clisbee, Bill Bendel and others.

Our Sister Utilities

Friends of *Henry P. Schwab,* Hetch Hetchy Chauffeur, honored him with a testimonial luncheon on the occasion of his appointment as Field Representative of the A.F.L. Council of Municipal Employees. *Charles Reed,* acting as Master of Ceremonies, introduced speakers *Ethel Cullen, R. J. MacDonald, Frank Fields, Harry Lloyd* and *A. O. Olson,* who made the presentation of a beautiful leather briefcase. Schwab has been with Hetch Hetchy since 1940 and is well-known throughout the City. Good luck, Hank! . . . We hope *Gene Austad* of the Airport is feeling much better; she became suddenly ill at work and had to be taken to the hospital . . . We were sorry to learn that *Jim Hennessey* of the Water Department was injured in an automobile accident early this month . . . Just picture *Isabel Barnard* basking in the sun at Palm Springs while the rest of the wage slaves are grinding away at our desks . . . An airport romance culminated in the marriage in Reno last month of *Leona Fawcett,* Communications Clerk, and *Robert Roper,* Airport Attendant. Congratulations!

McAllister Division

Conductor *Joe Anglus'* wife had a very serious operation and because of her condition needed blood. We had just put the notice in the gilley room window asking for donations when many fellows offered to donate blood, more than was needed. Orchids to each and every one and many thanks . . . Motorman *Alex Ryan* has taken out the Stream Liner number 0508 three times. We wish to know just why so early in the morning? Are you conscious and do not want anyone to see the beautiful car? Ryan admits that he finds ten more grey hairs each time he operates it. For your information the car is the sand car . . . Everyone notices the big smile that *Jim Neubert* is wearing lately. We are glad to see Jim at McAllister since Haight Street was closed . . . Conductor *Tom Rice* has been off sick for over two months and we are glad to know that he will be back to work when Trolley Topics comes out for us to read . . . The General Sign-up was put in effect January 19th and we are glad to see many old faces back at this Division. Sure and we lost some good friends, too, for which we are sorry.

Charles Reed, Henry Schwab and A. O. Olson are shown at the testimonial luncheon honoring Schwab.

Geary Division

All of us are glad to see Inspector *Jack Dwyer* back on the job after a brief illness . . . Motorman *Hancock* is back after a month's sick leave—he still has the same watch, Mr. Ward! . . . Conductor *G. Rieet* now operates the Coit Tower bus at night—look out, gals! . . . *Harry Greenberg* will be speaking Italian soon—you know how long he has been in North Beach? . . . *Russ Hartman's* new name is "block-apart"; the Chinese for this is "one-at-a time-on-the-hill" . . . Dispatcher *Solomini* and Inspector *Benedict* were caught wishing each other a Happy Valentines Day! Imagine! . . . The Poetry Department presents an ode to *Duke Ormsby*:

You're liable to see him any place,
Always a smile on his cheerful face,
In his office or car, day or night,
Working hard to keep things right
He encourages the weak, cautions the strong,
Compliments the right, censures the wrong
No matter the weather be it dry or wet
You'll find the Duke working, let's not forget

Track Department

General Superintendent *F. J. Sheehan* returned to duty recently after a two weeks seige of illness. The members of the Track Department and his many friends are glad to see him back. Frank says he now feels good enough to play for Notre Dame . . . *Bill Hook,* after a trip to the Sierras, has a bear rug to show his friends. Next year Bill is going to get the little woman a new coat. Trying to make the neighbors jealous? . . . With the final passage of the new salary rates for trackmen, etc., and retroactive to July 1st, the boys are talking high finance; i.e. how to hold out a little on the boss at home . . . Track Foreman *Tim Sullivan* says that new Dodge runs just as pretty as it looks . . . With so many off on the sick list the past month, we close with mentioning that we are glad to see those who have recovered and hope those still off will be well soon.

Our Reporters

We wish to welcome Bill White of 24th Street and Connie Morena of the Geneva offices to our reporting staff.

Incidentally, two of our correspondents were off ill during the past month . . . Jim Lewis of Geneva and Harry Franklin of Sutro. For the benefit of our new reporters we hasten to explain that neither illness was due to overwork., mental strain or other repercussions associated with their Trolley Topics' activities.

Thank You!

Jerry Oakes, Geneva Motorman, sent in the picture of the radio set-up at Central Control. Wally Balzer snapped the Schwab testimonial group. The old-time bus picture was loaned by Bill Bendel. The Claims Department pictures and the photos used in our composite cover were taken by George Fanning and Marshall Moxom.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

2 MARCH, 1947 No. 3

Trolley Topics

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Shop Notes

Elkton bowlers have signed up for the Summer and Winter leagues. Potential champions for 1947 include *George Anthony, Harry Andresen, Frank Assalino, Sam Butler, Herman Frederiksen, Art Gilbrech, Ed Hayes, Charles Johnson, Mario Napoletano, George Nolan* and *Marion Yount* . . . *The exuberance of Joe Bordin* is due to his recently becoming a grandfather . . . *Bob Ford* says that his newly arrived son, John James, is already making eyes at bobby-soxers . . . We are glad to welcome back to the Fare Box Room *Herman Kesler* who was off with an injured back . . . *Jack Frenzel* says that cigarettes are what stopped *Mike Coleman* from growing, but Mike says he never used the vile weed . . . We wonder how I.B.M would handle the complaint of Geneva Shopman *George Lindsay* that his check didn't have as many holes in it as *Paul Dumont's*? . . . *February box score* on fishing: *Frank McQuaid-O, Dick Morris-O, Bob Baxter-O, Tommy Thomas-O, Joe Barbetti-O, Herb Strickland-O, Frank Smith-O, Bob English-O, Henry Rist-O, Art Zimmer-O.* And that's "30" for now. Like other Elktonites, we're off to see the butcher about some meat!

The many friends of Jim Leslie whose appraisal of his fellow workers' fishing prowess appear above, feel that Jim's own exploits should not go unmentioned. The mighty hunter bagged some game recently. It seems that Jim has made countless hunting and fishing trips without catching as much as a mosquito. This last trip he brought home a rabbit. Jim's aim has obviously improved but not with a gun. He drove over the rabbit with his car.

Fire and Police Departments to be Congratulated on Gaining Railway Men

Our San Francisco Fire and Police Departments are being revitalized by the addition of some very fine former Railway men. While the Railway regrets losing them, we feel it is the great good fortune of the firemen and policemen to get such promising recruits. To those who are leaving we extend our sincere best wishes.

Going to the Fire Department are John J. Burke, Geary Motorman; Edward J. deKort, Inspector; John Doody, Auto Body and Fender Worker; Jim Griffin, Garageman; Frank J. Hunter, General Clerk, Geneva Timekeeping; William W. Klesow, Potrero Motorman; Andrew Magree, 24th Street Conductor; John W. Murdock, 24th Street Conductor; Richard E. O'Meara, Potrero Motorman; Frank J. Peirano, Potrero Conductor; Jennings Renfrow, Potrero Conductor; Homer L. Snow, 24th Street Conductor; Albert F. Tilton, 24th Street Motorman, and John P. Tulley, Auto Machinist.

Going to the Police Department are Potrero Conductors Edward G. Carlton and James P. Pigott.

Track Department

After many years with the Track Department as chauffeur, *Dan Coll* has transferred to Hetch Hetchy as chauffeur for *A. O. Olson.* Everyone wishes Dan good luck in his new position . . . As usual *Johnny Lee* reminded everyone when St. Patrick's day arrived. This is a big day in the life of Johnny. He was ably assisted by *Timmy Mahoney* . . . After having his car newly painted *Pat O'Shea* uses plenty of elbow grease wiping the dust off. It can't stay new forever, Pat . . . A terrific disappointment to *Tim Sullivan* was Texas Sandman. He should have read his namesake in the Examiner who picked Ohlaverry.

Potrero Division

Conductor *Morris Guttman* is the proud father of a bouncing baby boy "Cigars" will be passed around later *when rationing is removed . . . Mel Lindelli* says he thinks everyone should have a physical checkup frequently. He highly recommends a psychiatrist . . . Our Assistant Dispatcher *Ray McDonald* is going into the upholstering business. Ray surely knows his mohair . . . Conductor *William Walsh* says he always keeps his passengers in good spirits by telling them how fine they look and what a pleasure it is to meet such congenial people . . . The recent cold spell reminded Conductor *M. Scannell* of the old sod and his home town. Make you homesick, Mike? . . . Motorman *George Wieland* believes in getting to work well ahead of time and all set to go according to schedule. Keep up the good work, George!

Geary Division

Congratulations go to Conductor *J. E. Peters of the "F" line on account* of his wife's having a seven pound baby girl . . . Another bundle of joy arrived for *Abe Sussman* and wife in the form of a boy! Weight—nine pounds. Congratulations, Abe! . . . *Jean Cirimele* (former motorette at Geary) and husband, Motorman *Carl Cirimele*, also received *another* bundle of joy. It was a boy weighing ten pounds. Nice going, Carl! . . . Inspector *Frank Hanly* is off sick at this time. Best of luck and hurry back . . . Inspector *Philip Weinberg* (the olive oil kid) is back after a short illness . . . Inspector *Herman Kline* is back after two weeks' vacation. His house looks swell now—he painted it himself, you know . . . It is rumored that Conductor *Barney Sylver* (now retired) is going back to Ireland. "Bon Voyage," Barney, and look out for the "horse cars"!

Sutro Division

Your Sutro Reporter wishes to apologize for laxity in reporting due to illness. While it was not from overwork in writing this column, nevertheless we do hereby solicit cooperation in reporting interesting items so that they may be published . . . *John Whitney*, Timekeeper, has left Sutro Division and we wish him the very best of luck. He does visit with us at times and will again, we hope . . . *Dan Galvin*, our new Timekeeper, sure knows his stuff and we extend a hearty welcome to him . . . Several Conductors rated commendations from Special Observer's reports. Conductor *Morris Marks* not only assisted and took good care of a blind man but was especially courteous to all his passengers. Conductor *Harry Grant* was attentive to all his duties and collected his fares in a very efficient manner. We urgently solicit more such commendations for the Division Personnel . . . Congratulations to *Charles Ferguson* in the Shops on the arrival of a baby daughter.

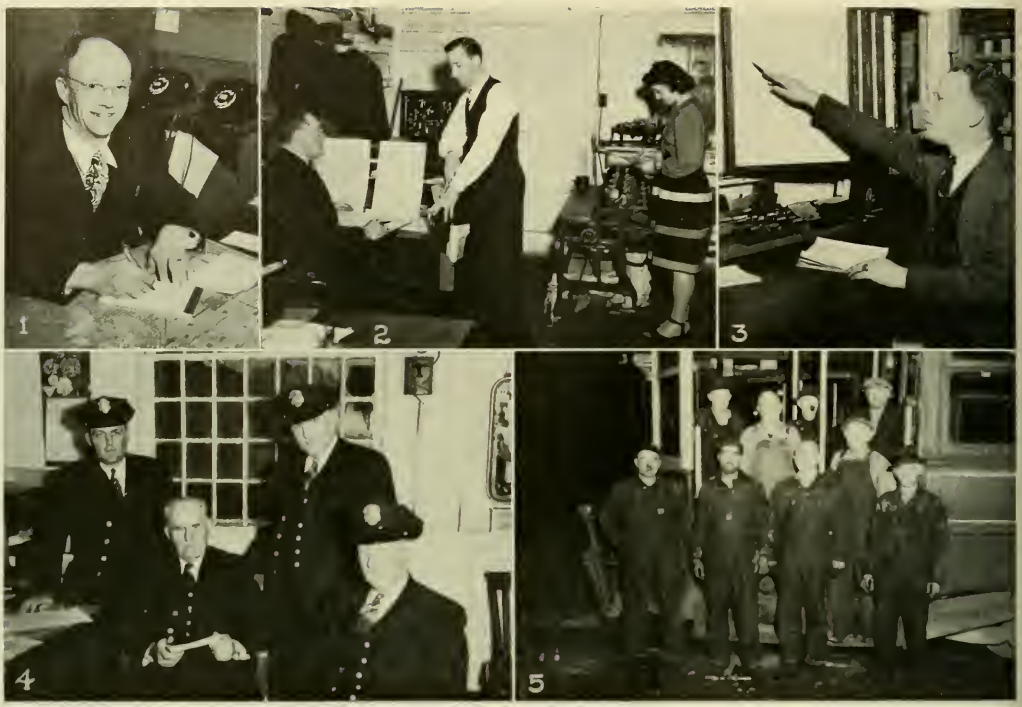
These Railway bowling teams wound up their season this month in the following order: Office No. 1 with 38 games won; Platform, 31; Office No. 2, 30; Machinists, 28; and Office No. 3, 24. (1) Office No. 1 team includes Phil Povey, Ernie Cordini, Clyde Onstot, John Whitney and Jim Duffy. (2) Platform team is composed of Stan Rakeman, Carl Passmore, Irving Myerson, Jack Wehren and camera-shy John Murdock. (3) Machinists are Jim Griffin, Frank Mosby, Linn Lofstedt, Ed Sheehan and Henry Wycoff. (4) Top-scoring Railway man Stan Rakeman demonstrates bowling form. (5) Office No. 2 team includes (kneeling) Tony Radetich, Ted Green, Herman Warnke, Joe Crosson, (standing) Harry Andresen, Dick Mangan, Jim Dickinson, Frank Luttringer and Jim Pagee. (6) Office No. 3 team members are George Quinn, George Anthony, Lloyd Imeldi, Angelo Landi, Homer Hopkins and Ray Farrell.

Thank You!

The charming ski scene on our cover was photographed by Marshall Moxom. Machinist Arnold Stenfors took the pictures of the Elkton Shops. The remaining pictures in this issue were taken by George Fanning and Marshall Moxom.

A boss is one who's early when you're late, and vice versa .

It isn't the ice that makes people slip—it's what they mix with it.



Familior foces ot McAllister Division are those above. (1) Division Superintendent Rolph Strown; (2) Chief Dispotcher W. J. Johnson, Night Dispotcher Williom Shorp, ond Moybelle Poetzel at the money machine; (3) Hugh McFodden checking timetables; (4) Instructors Roy Clork, Clarence Coulson, Clorence Williams ond Monte Allen; (5) Shopmen (front row) Oscar Johnson, L. M. Bohom, L. Dini, Jim McGarvey, (on steps) Dennis Coshman, Foreman Johnny Nolan, Asa Boiley, John Dollord and E. Gogl.

Let's Get Acquainted...

Introducing McAllister Division

(This is the fourth of a series of short articles covering the various divisions and departments of the Municipal Railway.)

The McAllister carhouse has seen much of transportation history in San Francisco. Three of the lines at present operating from this division are direct descendants of the five original lines of the Market Street Cable Railway Company, which was incorporated in 1883 after having acquired several of the important horse car lines of that period. The first cable lines built were the Haight with red-colored cars, Valencia (blue), and McAllister (yellow). The Hayes (green) line was built a year or two later, and the Castro (white) was built in 1887.

The first cable cars had all been two-piece affairs consisting of a passenger car which was pulled by a dummy. The newly incorporated company introduced the so-called combination car in which the dummy and trailer were built into one vehicle on two pivoted trucks, with the grip mounted on the forward trucks. Subsequently built cable roads patterned their cars after this innovation.

The new cable company was competing with eight other street car companies, and rivalry for business was keen. Due to the convenience and comfort of the cars, the speed with which they traveled, and their frequency, the railroad became a favorite with the riding public. Nor did they miss any bets in promoting business. The company backed baseball games in the early '90s at Waller and Stanyan Streets and promoted other special events which gave them capacity loads over the week ends.

While the company was noted for its speedy service, delays and service stoppages were not infrequent. Haight Street was shut down nearly every winter for three or four days to dig out the sand that had washed into the channel from Buena Vista Hill, clogging the slot from Broderick to Steiner Streets.

The original McAllister Street (No. 5) line ran out to 11th Avenue and Fulton. After the fire of 1906, it was reconstructed as an electric line going out to 12th Avenue. In 1911 it was extended to the Beach.

The Haight Street (No. 7) line ran originally out to Stanyan Street and after the fire was reconstructed as an electric line running over the same route. In 1916 it was extended out

Haight Street cable car, 1904.

Lincoln Way to the Beach over what was previously the Ellis, Park and Ocean line.

The Castro Street (No. 8) line was originally built to run out Castro to 26th Street. When it was rebuilt as an electric line after the fire, the route terminated at 18th and Castro. Cable cars were run from 18th to 26th and Castro until April 5, 1941. At present the No. 8 line is operated only during the morning and evening peak hours.

The other two lines at present operating from McAllister are the No. 6 and No. 20. The No. 6 line originated in 1916 due to the re-routing of the Hayes Street line. It ran from the Ferries via Market, Haight, Masonic, etc. to 9th Avenue and Pacheco, which route has remained substantially unchanged.

The No. 20 line ran originally from the S.P. Depot out to Lincoln Way and the Beach. In 1916 when the No. 7 line was extended to the Beach, the No. 20's outer terminal became Haight and Stanyan. In January 1946 the line was cut into two parts with street cars operating from the S.P. Depot to Divisadero and Ellis, and coaches from there to the Park.

McAllister Division operates under the alert guidance of popular Division Superintendent Ralph Strawn. Strawn is keenly interested in matters pertaining to the Railway and keeps a very interesting notebook record of the events and changes which have affected San Francisco's transportation. His experience with the Railway dates back to 1917 when he started as a conductor at Sutro. In 1922 he was appointed clerk at the carhouse; in 1923 he became night dispatcher; and in 1926 he received the day dispatcher's assignment. In 1943 he was appointed Division Superintendent of McAllister and Haight. Since last fall when operations at Haight Street were

discontinued, he has devoted his full attention to McAllister.

A fact not generally known is that Strawn is something of an amateur detective. After a hold-up at McAllister Division several years ago, his shrewd analysis of the scraps of evidence led to a solution of the crime and the recovery of several thousand dollars belonging to the Railway.

Retirements

Robert L. Cochran, Geneva Conductor, retired on March 1st. He has had almost 40 years of service, starting with the Market Street Railway in 1908.

Bartholomew Sylver, Geary Conductor, retired on March 1st. He joined the Municipal Railway in 1918.

Joseph W. LaPointe, Sr. ERSM at Geary, retired on March 1st. He originally was employed by the Market Street Railway in 1922 and has been with the Municipal Railway sinse 1928.

Rosario Occhipinti, Machinist's Helper at Elkton, retired on February 28th. He has been employed since 1928.

(Left) Instructor Coulson teaches basic principles of operation to Student Edward Ray. (Right) Working in the pit are Shopmen Bailey, Baham and McGarvey.

Geneva Division

The Division personnel extend to Conductor *Orin Harder* their deepest sympathy on the death of his father; also to Motorman *Jerry Oakes* on the death of his wife . . . Motorman *John Gentile* is back on his favorite run after spending considerable time pinch hitting for sick Inspectors . . . Conductors *John* and *Gladys Vance* and *J. J. Carbone* took in the Santa Anita handicap and were entertained in Los Angeles by none other than *Bill Baldauf,* formerly of the Dispatcher's office, who sends greetings to all . . . Motorman *Edie Hildreth,* known as the U.S.O. commando, spends his leisure time with Army mules located at the *Presidia* . . . Joe Brechwald, a newcomer to the Division, received a handsome reward and a grateful letter of thanks for the return of a lost purse . . . That good-looking fellow who comes to work every day with a different suit and stands behind the Receiver's window is none other than *John Fitzharris,* whose presence is new and very well-liked by all the gang.

Our Sister Utilities

Pat Esposito is almost busting his buttons lately. Reason: "Blessed Event" sometime in the Spring . . . *George Dolen* received a letter from retired "old-timer" *Oscar Prince* now living in Cuernavaca Mor, Mexico, taking life easy . . . *Art Slembrouck* is sporting a new Chevrolet. Driving to the country with his family is the week end sport . . . *Charles Mersich* is now in the Utilities Office at City Hall . . . An airplane trip won as a door prize by *Gene Austad* of the Airport allowed her to take five guests with her on a flight around the Bay Area. They were *Muriel Wehrle* and *Alta Kimpton* of Civil Service, *Al Shipman* of Purchasing, *Helen Ellis* of the Chamber of Commerce, and *Ann Traverso* of the Airport . . . *Edna Manseau* of the Water Department won a $50 U.S. Savings Bond in a contest extolling the virtues of Surprise Biscuits. Watch out, boys, the gal can cook too! . . . *Edgar McAuliffe,* who was head keeper of the Civic Center dormitories during the war, is back with the Bureau of Light, Heat and Power . . . New additions at the Water Department are Draftsman *Ralph Brooks* and Sr. Draftsman *Ray Jorgensen.*

Nobody ever made a law that'll prevent a man from making a fool of himself.

A meeting at the Potrero car house last month brought together all our field instructors (above) in their handsome new uniforms.
Picture at the right shows part of the group at the meeting which was conducted by Harry Cooley.

Washington-Mason Division

February with its two holidays was a relatively quiet month around our division. We have had no new additions to our cable car family but some have left us for other hunting grounds. They are Gripmen *James Lackey*, W. M. *Bodmon* and *Henry Isaacs* . . . Our vacationists were *Louisa James*, *Elbert Wiltz*, *James Williams* and *Earl Hugh*. We doubt if Earl rested much on his. He has been speaking about some ground that needed spading and planting. (What's growing, Earl?) . . . We are sorry to say that *Henry Watkins* and *Henry Morgan* have been on the sick list with Watkins laid up with a broken wrist . . . Washington-Mason has a new club started recently. It is known as the "BUSTED PANTS CLUB" The membership is small considering, but two new members were recently admitted. They were Conductors *Woodrow Thornton* and *L. M. James* 'Nough said. New members are requested to apply for membership as soon as eligible.

A dime is a dollar with all the various taxes deducted

Machinists' Exam Coming

Civil Service has announced forthcoming examinations for M252 Machinists's Helper, M253 Machine Tool Operator and M254 Machinist Applications must be in by April 4th Beginning date of examinations is May 2

Instructors Praised For Their Part in Accident Decrease

An encouraging picture of a downward trend in accidents was presented by Donald Mazzoni, General Claims Agent, who was one of the speakers at a recent meeting of instructors held at the Potrero carhouse Mazzoni pointed out that accidents had decreased 12% in the year 1946 over the year 1945, and that they had decreased 17% in the first two months of 1947 as compared to the same period in 1946. Car collisions decreased 61% in 1946 over 1945.

Other speakers at the meeting were Duke Ormsby, General Superintendent of Transportation, G. W. Evington, Superintendent of Transportation, and Harry E. Cooley, Assistant Superintendent of Transportation, who acted as chairman. The instructors were commended for the important part they have played and are playing in the Railway's accident prevention program.

He who talketh by the yard but thinketh by the inch deserveth to be ticketh by the foot!

McAllister Division

Our Shop Foreman, *Johnny Nolan*, has sure done wonders to his office The windows are full of pretty plants, and he has now started a flower garden outside, but hands off he says—they are just to look at . . . Motorman *Melvin Smith* was passing out the cigars the other day, he is the proud father of a new baby girl . . . Our deepest sympathy goes to *J. Anglue*, who lost his wife recently . . . We have all heard of the goose that laid the golden egg Well, our Night Dispatcher, *Robert Moyle*, after a long grueling wait captured the goose (He always gets his man!) . . . Wild *Bill Cade* has turned interior decorator with his wife's help and an International Correspondence Course to help him . . . *Irene (Pee Wee) Green* has signed up with *Bill Hill* again, just too lonesome apart, that is the long and short of it . . . W. *Johnson*, our Day Dispatcher, has been on the job every day although he has been pretty sick You just can't keep a good man down!

Railway Payroll Took 63.5% of 1946 Revenue

Total wages paid to employees of the Municipal Railway during 1946 amounted to $11,685,744.83. Total revenue for the year was $18,403,984.45. In other words, the total payroll (six months of which was at the old rate) amounted to 63.5% of total revenue.

According to estimates made by the American Transit Association, wages for the transit industry as a whole for the year 1946 represented about 51% of gross operating revenue.

San Francisco is proud that its Municipal Railway employees are among the highest paid in the country. Unless operating revenues increase to keep pace with payroll increases, however, the Railway cannot operate on a sound economic basis. Estimated payroll for the fiscal year 1947-1948 is $12,767,134.00. Building up increased patronage by safe, courteous and efficient service is the only means of augmenting revenue to compensate for higher wage costs.

24th Street Division

Burton Dougherty and *Andrew Payne* are two of the happiest men in town since becoming daddies to bouncing baby girls. Congratulations! . . . Who was the Operator who fell off the bar stool and cut his lip? We wonder if the little woman knows how this happened . . . *Rudy Keller* must have been locked out of his house the other day. He came to work and had to borrow a changer and punch and walked around the Gilley Room for about five minutes trying to raise five dollars in change from his friends . . . Operator *Clyde Clingingsmith* is rather timid around the ladies. He got the shock of his life when he called a young lady back and said, "Your fare, Miss?" and she surprisingly replied, "Do you really think so?" . . . If you want to see smoke pour from a typewriter, just watch *Walt Stearne*. He sure beats a mean tune on those keys . . . Bride: "Honey, if I do the cooking for a whole year, what do I get?" Hubby: "My life insurance."

When the world seems sad and blue.
Think of this because it's true.
In the graveyard there's lots of guys
Who'd gladly change with you.

Consideration Shown By Platform Men Pleases Public and Promotes Safety

Carefulness and consideration for others not only means new friends for the Railway but is excellent insurance against accidents. The operator who is concerned with the welfare of the public he serves takes precautions for their safety as well as for their comfort. Some of the men who have received praise for their skillful operation and courteous conduct are noted below with excerpts from the letters received.

John C. Sheehy, Potrero: "Every stop, every start, was perfect. All the way down Market Street this motorman anticipated the movements of traffic and therefore was able to move his car as it should be moved."

Walter Stone, 24th Street: "The driver noticed a child about two years of age in the middle of the intersection, just wandering about. He stepped off the bus, took the child by the hand just as a truck whizzed by, and led him to the sidewalk where he looked around for someone to claim the youngster."

James F. Francisconi, Potrero: "I was limping badly. After helping me on the car, he asked if I would like a seat. Of course I answered 'yes' whereupon he immediately asked a young man in the end of the car for his seat for me, much to my relief as I am an elderly woman."

G. W. Evington congratulates Charles J. Bashford, who retired recently as Supervisor of Schedules after 47 years service. In the foreground are pieces of luggage presented to him by his many friends.

Missie B. Gaston, Geary: "When we left the car, the young woman again assisted my mother and even descended the step to make sure that she reached the street in safety. Such graciousness should be recognized."

William C. Mosena, Potrero: "A lady, apparently blind, got off the car; the conductor helped her to the corner and arranged with somebody on that corner to help her to transfer to the car she wanted."

Pasquale Maniscalco, Geary: "I wish to commend No. 1019 for being such a good motorman. I am always glad to get on his car as I know I will be safe."

Reginald Simpkins, Geary: "He called all intersections and transfer points in a clear, ringing voice, and he waited on several occasions for passengers who were running for the car."

J. R. Norton and *D. W. Shubert,* Geneva: "At the request of the motorman who first saw the elderly lady, the conductor got out of the car and walked around the end to assist her. These men deserve a great deal of praise for a kind, unselfish act."

Golden H. Brinston, Geary: "He really has the safety of the public at heart, never gives the go ahead signal till all is clear, steadies the older people, looks out for the safety of the children, etc."

C. Friedenberg, Geary: "This is the first time a front platform man called out the streets to my knowledge. I am strongly in favor of same."

Division and Bryant

Congratulations go to *Cecile Le Gallee* upon the arrival of a new grandson and to *Myrtle Loomis* upon the arrival of a new granddaughter . . . On February 24th the office employees celebrated *Jim Jose's* birthday at Sabella's Fish Grotto. Present were *Bert Clarke, Wilma Farrance, Cecile Le Gallee, Myrtle Loebbing, Myrtle Loomis, Howard Marcou, Gregory Quintana, Victor Schulz* and *George Tilton.* After a very nice luncheon the honored guest was presented with a tie pin . . . We also have three sick employees in hospitals. They are: *Bill Ford* who is in Franklin Hospital; *Mario Spinetti* who is in St. Joseph's; and *Victor Schulz.* who is also in Franklin Hospital. Get well, fellows—we all miss you.

Office Chitchat

Our sincere condolences go to *Paul Mineck* on the sudden death of his mother . . . To the many who can't believe it, this is to confirm that our *Wes Mason* is a grandfather! . . . *Elizbeth Colclough* of the Leave Department and her young son, Don, spent a very pleasant week end in the snow —that is until their car broke down in Auburn and they had to continue their journey home via bus . . . By the time this goes to press, *Joy Burt* should be enjoying her dude ranch vacation . . .

Laura Rice of Geneva Timekeeping spent some time in the Hospital and received a lovely plant from the gang. We missed her smiling face . . . It wasn't until recently that *Dan Brogan* (Schedules) knew *Harry Cooley's* (Transportation) telephone number was DE 4091 and that someone trying to locate him had called Harry's number by mistake. Dan's number is DE 4901. Confusing but amusing! . . . The girls at the Geneva office are anxiously awaiting that dinner at the Palace which *Bill Wieland,* Training Department, promised Palace Hotel, that is! . . . *Julia O'Brien* has moved to the General Offices at City Hall and says she likes it very much.

What They're Doing Elsewhere In The Transportation World

◆ *New York, N.Y.* Three of the last open-top, double-decked Fifth Avenue buses rolled out of New York last month on a cross-country trek to Hollywood. They will be used in future films which involve Manhattan of the years between World War I and 1946.

◆ *Philadelphia, Pa.* Banning curb parking throughout a 100-square block area in the central business district has resulted in a marked increase in speed for auto traffic and public transit vehicles and a decrease in accidents. A committee for Relief of Traffic Congestion won the backing of merchants for the proposal to ban curb parking, showing that curb-parked autos brought only 3% of all people to the business area.

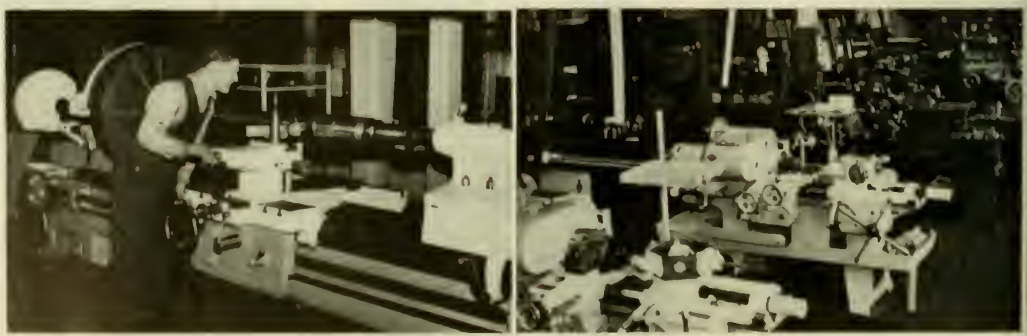
◆ *Atlanta, Ga.* A bus driver's sense of humor made passengers forget their annoyance at being delayed. Running late in rush-hour traffic, he gaily sang, "Give Me Five Minutes More."

◆ *Seattle, Washington.* The Seattle Transit System has decreed "no skis on trolleys or busses," pointing out that ceilings are too low for skis to stand upright and that the attendant crowding and confusion are not fair to other passengers. The issue came up recently when 70 skiers found themselves stranded while en route to catch a special ski train.

◆ *Lemoyne, Pa.* The Valley Transportation Co. has discontinued the sale of weekly passes because, according to Manager Harry H. Miller, there is "too much differential and much discrimination" with them in comparison with a standard fare rate.

◆ *Cincinnati, Ohio.* Dixie Traction Co. has become one of the first transit companies in the nation to operate limousine service for airline passengers. In addition a regular bus service has been provided as the result of a survey of the number of persons employed at the air port. The schedule operates on short headways at shift changes and at half-hour intervals during off-peak periods.

A scientific machine painting program is making quite a transformation at Elkton Shops. The new colors reflect light and make for better vision. Contrasting shades are used to "spotlight" working areas and danger points, resulting in greater efficiency and safety. At the newly painted lathe (left) is Machinist Thomas O'Connor. Partially completed painting job (right) shows contrast between new appearance and old.



TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

n 2 APRIL, 1947 No. 4

Trolley Topics

Vol. 2 APRIL, 1947 No. 4

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Summer Bowling League Has 8 Railway Teams

A Summer Bowling League composed of eight Railway teams has been organized, and while not enough games have been played as yet to make any reliable forecast of the final results, the first two sessions gave top honors to the "Geneva Bolts" and Timekeeping teams tied with five wins each.

The Geneva Bolts are captained by George Anthony, and Ernest Cordini heads the Timekeeping team. Other teams and their captains are the Elkton Nuts, Harry Andresen; Platform, Irving Myerson; Bus Garage Eagles, Lawrence Wollangk; Auditing, Joe Crosson; Bus Garage Hawks, Linn Lofstedt; and Accounting, Frank Luttringer.

Office Chitchat

We're glad to see *Horace Hopkins* back with the Railway. He worked at the storehouse in 1915 and spent a year in Hetch Hetchy Division since then . . . *Rose Lewis* has returned from a very interesting vacation touring Death Valley by automobile caravan . . . "Welcome back" to *Esther Brownle* of the Leave Department, who recently underwent an operation. It makes everyone very happy to see Esther with her usual cheery smile . . . *William H. Scott* became a new grandpapa with the arrival of a pretty miss named Susan . . . Geneva payroll Department has been favored with a new employee, *Theodore Greene*, formerly of Geary Accounting. Welcome to Geneva, Ted! . . . Must be something about Geneva that attracts former Geary Accounting Department employees, the latest being *Lulu De Morales*. And a welcome to you, too Tulia! . . . *Primetta Callom* of the Timekeeping Department changed her name to Mrs. Patterson on March 8th. Our congratulations go to the newlyweds . . . *Frank Hunter*, who recently transferred to the Fire Department, was given a Farewell Party on March 24th. Merlin Henry, acting Master of Ceremonies, presented Frank with a beautiful sterling silver monogramed cigarette case, a gift from Frank's fellow workers and friends.

The "sidewalk engineers" are having a heydey on Market Street watching the heavy equipment at work tearing up rails and scooping up blocks of cement. Present contract calls for replacement of inner tracks between Fremont and Eddy Streets, and should be completed in June or July. Later the section of inner track between Eddy and Valencia will be reconstructed, and eventually all outer tracks on Market Street will be removed.

New Claims Investigators

To John P. Clarke and Frank Bey, who received permanent appointments as Claims Investigators recently, go our congratulations for the fine showing they made in the examination. Others who made the list are William D. Hastings, Kenneth H. White, Thomas Shannon, John J. Barry, Leo Logasa, Ernest Perotti, Theodore F. Parnow, Walter H. Giubbini, James L. Egan and John F. Blake.

Drum and Bugle Corps Impresses Spectators with Snappy Parade

The Municipal Railway Drum and Bugle Corps is blossoming into full flower with the coming of Spring. They have appeared in several recent parades including the St. Patrick's Day Parade pictured on this page. On this occasion they were treated to a sumptuous corned beef and cabbage dinner at Cottor's Old Erin as a reward for their exertions. They are also looking forward to making a trip to Los Banos next month.

New officers of the organization include Robert Greer, President; Bruno Berti, Vice-President; Harold Sichel, Secretary; Barney Blessing, Treasurer.

According to Manager Greer, the Corps is most anxious to get hold of some fresh talent, particularly men who have had experience in this type of activity. Employees who belonged to the Market Street Railway Corps or to the old Muni Corps would be welcomed with open arms.

Geneva Division

Our deepest sympathies go to Motorman *George Lota* on the death of his loving wife, and to Conductor *W. F. Mooney* on the death of his dear father . . . Congratulations to Motorman *Eddie* and the new Mrs. *Benson* who took each other for better or worse at that famous resort, Reno, Nevada . . . *Richard Williams,* one of Geneva's newest conductors, received a handsome reward for the return of a valuable watch he found while on duty . . . *Paul Harmon* carries his soap box enroute to San Mateo, which enables him to see everything that goes on around the feed box at Tanforan . . . *Willie Naughton,* Geneva's stock and bond wizard, passed out the cigars celebrating the arrival of his new grandson . . . Receiver *Les O'Connor* keeps his shoeshine outfit on hand for immediate action . . . Conductor *Roy Haupt* wishes his friends to know that he's gaining in health and hopes to be back soon . . . *Robert Jemison* spent his vacation running around Twin Peaks with his shoes off; says it reminded him of home in Oklahoma . . . Talk about freak accidents: *George Metro, George Simpson* and *Jim Lewis* all had foot and leg trouble at the same time, caused by metal dropping on them.

Washington-Mason Division

Washington-Mason has little to add in the way of startling news for the month with the exception of the fact that our good friend, *Nick Papadakis,* has again glorified himself and our faithful cable cars with a write-up and pictures appearing in the morning papers. What we can't understand is how he does it and stand up under the strain. Good work, Nick . . . Among the early vacationists just returned are *J. Hatter, C. Duncan,* and *G. Fadis.* Hope you had a good time, fellows . . . Gripman *E. Wiltz* is back after a short illness and it's good to see him around . . . The division lost one of its most popular conductors the other day when *Esther Borgans* left us to go to L. A. . . . Our new gripmen have completed their training and we wish to welcome *G. Canole, F. Henson, A. Franklin* and *F. Niccolls* to our ranks.

24th Street Division

Joe Mitroff and Orchestra Leader *John Wollahan* are working on a song entitled "The San Francisco Serenade"; anyone with suggestions for the lyrics may get in touch with Joe . . . What's this we hear about Chief Dispatcher *Davis* and someone called "Stonewall"? He took her to the ball game Friday night . . . *Chester Reid* said the recent floods sure caused a lot of trouble down on his ranch; they had to move the cow into the living room and put the chickens in the kitchen . . . *Jim Wilson* says he has to stay home nights —can't use the old gag anymore, "It's Union business, dear." . . . We hear *"Wimpy" Jones* broke the bank at Tanforan . . . *Krueger,* next time you are looking for something heavy to polish your floors, *Pete Lemieux* will be willing to sit on the polisher . . . On the next sign-up *Bob Evans* has given up the Park line in favor of Polk Streets. It seems he has given his heart to a widow in North Beach.

On Our Cover

The trolley coach just beginning to nose around the hairpin turn on upper Market Street is one of the 16 new 42-passenger coaches which arrived recently. The coaches are built by the St. Louis Car Company with Westinghouse electrical equipment, and are numbered from 510 to 525 inclusive. They are scheduled to replace the old "E" line cars and to supplement service on the "33" and "R" lines.

The picture was taken by Marshall Moxom.

Drum Major George Gaynor leads the Drum and Bugle Corps in the St. Patrick's Day Parade. In the first row are Barney Blessing, Russell Speckman, Bruno Berti and Joe Twomey; second row, Lew Wilbrand, Charles Cassayre, Barney Sichel and Duilio Berti; third row, Bob Crockard, Fred Van der Leyden and Sam Baroni; fourth row, James Hursh, John Thorsen and Robert Fowzer; fifth row, Jay Rivera, Ross Craig, John Gracia and Vince Connelly; Sixth row, Robert Greer and Al Denevi.

Social Security Status Clarified for Former Market Street Railway Employees

By Charles H. Shreve,
Manager San Francisco Field Office
Social Security Administration

Merger of the former Market Street Railway with the Municipal Railway System in 1944 affected the social security rights of more than 2500 employees of the old private utility. Some of them, those already 65 years of age, were favorably affected, as they entered exempt employment and were considered to be retired. Hence they began to draw their social security benefits based on their earnings in the private company, while continuing to work for the city.

By far the greater number of the former Market Street Railway employees were not in this favored class as they had not reached 65. They are, of course, interested in learning of the status of their social security accounts.

The Social Security Act provides rules which govern payment of social security benefits to those aged 65, or to the dependents of those who die at any age. A "fully insured status" is defined in the law by the use of the term "quarter of coverage". A "quarter of coverage" is a calendar quarter-year in which an individual has been paid $50.00 or more in wages in jobs subject to social security. Those who worked steadily from the time social security went into effect January 1, 1937, until the time of merger September 29, 1944, acquired 31 "quarters of coverage" from their private employment with the Market Street Railway Company.

There is a popular misconception that every worker must have at least 40 such "quarters of coverage" in order to receive retirement payments at age 65. That is not true, except for persons who reach the age 65 January 1, 1957 or thereafter. For persons who reach the retirement age of 65 on or before December 31, 1956, there is a sliding scale of required "quarters of coverage" based upon the number of quarter-years that elapsed after social security went into effect. The 31 "quarters of coverage" acquired by a Market Street Railway employee who worked steadily from January 1, 1937, to September 29, 1944, will be sufficient to "fully insure" any person reaching 65 up to and including December 31, 1952. Those reaching 65 in the first half of 1953 need 32 "quarters of coverage", those reaching 65 in the last half of that year need 33, etc., until 1957 when 40 "quarters of coverage" are required. That is the maximum ever needed by any person.

Former Market Street employees who reach 65 some time after January 1, 1953, are the ones whose social security is in danger. If they do not find other work at some time in private employment, their accounts will not be paid up when they reach 65, and there will be no retirement payments made. For the benefit of such persons, the following table is printed showing the "quarters of coverage" required for fully insured status:

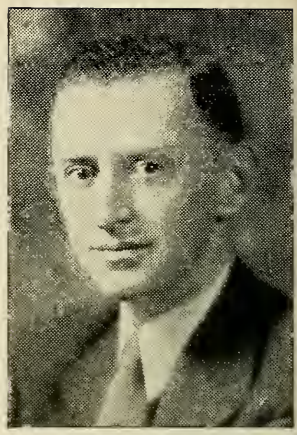
Date Worker Reaches 65	Quarters Required
First half 1953	32
Last half 1953	33
First half 1954	34
Last half 1954	35
First half 1955	36
Last half 1955	37
First half 1956	38
Last half 1956	39
After Jan. 1, 1957	40

It is important that former Market Street employees who reach their 65th birthdays after January 1st, 1953, become familiar with this rule. If they worked steadily for that railway from January 1st, 1937, to the time of merger, they can be sure that 31 "quarters of coverage" are recorded on their accounts. It is imperative that they acquire additional "quarters of coverage" some time before they plan to retire, in order to be fully insured under social security.

It is not necessary to work full time in order to attain credit for a "quarter of coverage". As soon as a person has worked and been paid $50.00 in any calendar quarter year, credit is given. It will not be necessary to leave present employment to acquire the few additional necessary credits to insure payments at age 65. All that is necessary is that the persons affected secure part-time additional employment in a covered job in private industry some time between now and the time they plan to retire, in order to pick up the few additional quarters required in their own particular case.

Obviously, even a week or ten days work during the vacation period will bring any worker the fifty dollars necessary to acquire a "quarter of coverage". Part-time work will also suffice, so long as the fifty dollars is earned within the limit of some calendar quarter-year beginning January 1st, April 1st, July 1st or October 1st.

Even though former Market Street employees never work again in covered employment and hence lose out on Social Security retirement payments, they have enjoyed and will continue to enjoy protection for their survivors through the credits already established on their accounts. Those who worked the full period for the private company and acquired 31 "quarters of coverage" will be fully insured until December 31st, 1952. In the event that they die on or before that date, their survivors will be entitled to Social Security payments whether they ever work again in a covered job or not. This continuous insurance protection for survivors is a very valuable one, particularly where there are children in the family, as children under 18 are entitled to monthly payments until they reach 18, if the wage earner upon whom they are dependent dies



Charles H. Shreve

Please Note

Many Municipal Railway employees who were formerly employed by the Market Street Railway or in other private industries have asked questions as to the status of their social security accounts. Our thanks go to Mr. Shreve for the clear and detailed explanation he has given us.

It must be remembered that city employees are not permitted to work over 24 hours per week on outside jobs, and that *they must in all instances secure permission from the Civil Service Commission before accepting any employment outside of city employment.*

insured. It should be obvious that any additional work in covered employment will extend the time during which this survivors protection will be enforced. Once 40 "quarters of coverage" are on the record for an individual, the survivors insurance, like the retirement insurance, is in force for life.

For those former Market Street employees who did not work continuously from the time social security started until the date of merger, we can, upon request, inform them of the number of "quarters of coverage" credited to their accounts. A postcard or letter addressed to the Social Security Administration, 785 Market Street, bearing the Social Security Account Number, date of birth and the signature of the wage earner, with a request for the number of "quarters of coverage" established on their account, will suffice to enable us to search our Central Accounting Office records and furnish full information.

We strongly urge that every worker approaching age 65 call up the nearest Social Security Field Office to inquire regarding the status of his or her account. It is equally important that a member of the family of each worker who dies at any age call at some social security office promptly, as the rules concerning payments in death cases are somewhat more liberal than in retirement cases, and only our records can show whether payments are possible or not. Don't guess or rely on hearsay. Ask one of our offices to check in case of any worker's death.

Any inquiries concerning individual accounts will be welcomed at the local office at 785 Market Street, San Francisco. Former Market Street employees or any other employees of the Municipal Railway should feel free to call at or write to that office for advice and assistance at any time. Social Security offices are maintained to advise workers of their rights and to protect them in every way possible. We can only do our job successfully if workers call upon us for assistance.

Annual Office Picnic

One of the main attractions at the Office Employees' Annual Picnic, which will be held at Shangri-La on May 18th, is the barbecued steak dinner which some of our renowned chefs will prepare at the outdoor barbecue pit.

The program includes swimming, dancing, horse shoes, ball game, etc. J. D. Brogan is in charge of arrangements and asks everyone to have his reservations in by May 2nd.

Potrero Division

Motorman *A. G. Millard* says that a smile and friendly good morning make the job much easier. Keep up the good work, Al . . . Since *A. J. Riccomi* and *J. M. Twomey* have worked together, there seems no separating them. What is the big attraction, boys? . . . If Motorman *I. R. Wright* is ever among the missing, there is one place we will all be sure to check carefully. Guess where! . . . Those sudden flashes we get every once in a while aren't lightning—just one of our shining instructors passing by . . . Instructor *Bill Ratto* says that one visit a week to the Gym keeps one feeling fit as a fiddle. Bill dreads that forty spread . . . Operator *B. J. Cummings* says that if he didn't make a passing "Hello" to the office force, he would not have completed his day's work . . . We are glad to see our ace collector *George Hastings* back on the job after a serious operation . . . Last, but not least, we send greetings to those of this Division on sick leave . . . The retroactive paychecks received March 15th were welcomed by all.

Fillmore Division

William Robinson, our Ace Owl Conductor, is losing weight, also going to lose the Owl. Reason?—motor coaches for Fillmore Owl service . . . Conductors *Fred Blacklock* (future father-in-law) and *George Tanzer* (future son-in-law) are really good pals. Both are interested in the same kind of entertainment. Good luck to you on your future prospects . . . *Willie King, John Pappadeas* and *Mary Billups* have been on the sick list. We hope you all have a quick recovery . . . *Dorothy Vance* is back again with us after a long siege of illness and is the smiling seller of tokens at the S.P. Depot . . . Dispatcher *Gust Magnuson* did not mind when he aged overnight after his visit with his newly arrived nine pound grandson, and he's proud as a peacock too . . . Inspector *Charles Gallo* has a new system in catching pigeons with a bird cage . . . Your Fillmore Reporter wishes to apologize for not reporting last month and it was not from overwork in writing up this column either. We would like to have some assistance in reporting interesting items.

Geary Division

Things are quiet at Geary this month, so here's a poem instead:

ODE TO INSTRUCTOR DICK FURTH

When two street cars meet on a one-way street
Or a motor coach cracks a machine,
And the line's tied up like a vicious pup,
You'll surely find Furth on the scene!
In his blue Ford Sedan, as fast as he can,
He speeds to each broken down car,
His "aides" he leaves behind, but he doesn't mind,
He just need's a fuse or a coupling bar!
And when the line's all clear, if you're there you'll hear,
Just what happened and caused the delay;
For DICK knows the score, and FUTHermore,
He's on the job every day!

When Barney Sylver, who retired last month, dropped in for a visit at Geary, some of his old cronies lined up for this picture with him. They are (back row) William A. Butcher, John Dwyer, Edward Heiser; (front row) B. J. Sylver, Benjamin Lacey and Robert Saulls. Barney had a fine 30-year record with the Railway, and is at present enjoying a trip to Ireland.

The mystifying pieces of apparatus shown above are operated by the Tabulating Division staff. They are: (1) Leo Burns at the Multiplier and Len Moore at the Alphabetical Tabulator; (2) at the Key Punch Battery, Edith Welch, Barbara Campbell, Joe Crosson, Lois Folden, Eleanor Morhoff, Emma Kochart, Audrey Hellwig and Eileen Albrecht: (3) Audrey Hellwig at the Interpreter, Eileen Albrecht at the Automatic Verifying Machine, and Joe Hendrickson at the Multi Control; (4) Accountant Joe Crosson, Supervisor of the Tabulating Division: (5) Emma Kochart at the Sorter.

Let's Get Acquainted...

Introducing The Tabulating Division

To keep abreast of modern accounting developments, the Municipal Railway is in the process of installing a Remington Rand Punched Card Tabulating System. When completed the installation will include eight Automatic Punches, two Numerical Tabulators with Summary Punches, a Printing Multiplying Punch, two Multi Control Reproducing Punches, two Sorters, an Automatic Verifying Machine, an Interpreter, and an Alphabetical Tabulator

Major accounting functions of the Tabulating Division are the daily audit of conductors' and operators' accounts, inventory control and stores accounting, and preparation of timerolls for platform personnel Minor functions include the assembling and reporting of data relating to all the Railway personnel and the arrangement of payroll expenditures for the production of the annual budget

Explanation of the various functions of the tabulating machines would appear very technical on paper, but the broad principles are described briefly as follows All tabulating procedures commence at the key punch where original data is manually punched into tabulating cards From there on all operations are automatic The cards are sorted into any desired sequence at a rate of 6000 cards per hour When two factors are punched into a card the Printing Multiplying Punch will sense the factors and will punch the product into the same card at a speed of 3000 cards per hour

Track Department

A mighty proud man these days is *Elford "Red" Cooney*, Compressor Operator, whose wife presented him with a bouncing baby boy for the Easter Season. Congratulations, Red! . . . *Dan Kay*, jack-hammer man, had a very narrow escape at 4th and Mission when the gad on his gun struck an 11,000 volt P.G.&E. conduit. Dan received the scare of his life and singed eyebrows . . . *Jim Shields* is in the hospital for an operation on his leg. Hope you're well soon, Jim . . . The Track Department personnel extends deepest sympathy to *Patrick Kelleher* on the loss of his brother . . . Back to work after being on the injured list are *John Hauber*, *Bertie Beal*, *James Gillespie* and *Antonio Pini*. Also back after a seige of illness are *Clarence MacMullin* and *Pat Carey*.

Shop Notes

The Bolts and Nuts, Elkton's two bowling teams, have made their debut in the Railway's Summer Bowling League. Being for the most part newcomers in league bowling, we venture a boast that the Bolts and Nuts did all right for a starter in scoring averages of 748 and 657 in the order named . . . Not knowing much about horses, we hesitate to inform our readers of the easy road to wealth disclosed by Superintendent *J. E. McDevitt* of Geneva Division and *Jeannette Sorensen* of the Equipment Office, who treasure, respectively, tips gathered while on duty at Tanforan Station and the knack of picking horses on paper. For further particulars, see these lucky people . . . That swish and gust of wind in Geneva hallways April 1st was *Ray Hayton* rushing downstairs to examine his newly repaired automobile fenders following receipt of the false report they had been sideswiped by a passing truck . . . *Jack Loebbing* and *Charles Ashcraft,* who have been on extended sick leaves, are improving and expect to be back on the job soon.

Division and Bryant

Myrtle Loebbing was honored on her birthday at a luncheon in the home of *Bert Clark*. Chef Clark's "piece de resistance" was his especially prepared Virginia Baked Ham. Guests were the B & D Office force . . . A welcome sign on her desk greeted *Myrtle Loomis'* return from sick leave . . . *Gregory Quintana* returned from his vacation with a good catch of fish . . . *George Tilton* is sporting neckties made exclusively for him and so marked on the label . . . In preparation for the "Throes of Inventory" new additions in the office are *Lola Mayhall* and *Paul Schmiedek*.

Our Sister Utilities

The Water Department seems to be travel-minded early this year. *Jimmy Spears* recently covered the Mardi Gras in New Orleans where he was particularly impressed by the torchlit night parades, the picturesque architecture and the cuisine par excellence . . . *Rita Jacobs* also is currently vacationing at Long Beach . . . *Bill Mitchell* was observed at the Livestock Exhibition swapping yarns with the bulls . . . *L. V. Degnan* of Hetch Hetchy has been circulating a fascinating letter from the *Julian Harwood's* telling of their adventures in the Canal Zone . . . The "Grand Old Bird" is hovering around *Mabel Eduard's* home—expects to make a "landing" in August . . . *Rose McAuliffe,* who recently suffered a broken wrist, improved her luck by winning $1,000. Just a gambler at heart—it's the second time! . . . *Fred Moritz,* the "Dapper Dan" of the second floor, is away on sick leave . . . Water Department Funsters are planning a party at Sigmund Stern Grove on May 7th including buffet supper, songs and dancing . . . One of our cute tricks, *Rena Passetti,* has severed connections with Hetch Hetchy . . . *Ethel Cullen* is back at her desk after spending a week in the hospital. No fun, so says Ethel . . . *Dan Coll's* week-end job of chauffering Jack Benny, Mary Livingstone, Jane Wyman and Dennis Day around town turned out to be a delightful one. Dan says they're grand people.

McAllister Division

Motorman *Bill Smith* is full of pep since he took that trip to Reno; his conductor says he should make the trip more often . . . *F. Moss* is sure getting acquainted on the Ellis line; some of the passengers are already calling him Smokey . . . It isn't hard for *S. Moffitt* to stay awake once he gets up; all he has to do now is find a way to wake up . . . We are looking forward to *Henry Dern's* return to work after a long illness . . . *Bill Johnson,* our Dispatcher, says there is nothing like a good run out to the Beach and a swim in the early hours of the A.M., a brisk run back and a hard days work. He is going to try it one of these days . . . Conductor *A.Diamond* used to try his motorman out by placing a silver dollar on the platform and trying to pick it up standing. Since one of his passengers claimed the dollar one day, he has changed his system . . . Glad to see *James Marx* back at McAllister where he started from, after trying almost every division . . . Motorman *Albert Stocker* has been visiting in Oakland. We would like to know what the attraction is.

A Sad Parting

The sudden death of the beloved wife of Instructor Tommy Miller was a shock to all of us. They had been married almost 36 years, and their devoted companionship was a delight to all who knew them.

Tommy has asked that we convey his deep appreciation for the many expressions of sympathy which he received.

Sutro Division

In Memory of our late Conductor *Clever O. "Shorty" Conrad,* who passed away at his home on Sunday morning, March 16th, we extend our heartfelt sympathy to the bereaved family. His passing is a loss to our division and his many friends . . . Conductor *John C. Wack* does a real job of clowning, in fact so realistic that it appears too much like the real McCoy. John is wasting his time on the cars—should be on the stage . . . Zip went the zipper, and help was needed. Ask Instructor *Ray Thompson.* It took *James Healy* to save the day . . . Acting Inspector *Patrick J. Murphy* has been sick and Conductor *Julius Bernstein* from Fillmore Division had to pinch hit for him during his illness. This is Bernstein's old stamping grounds and he feels right at home . . . Conductor *Herbert Lyons* is doing relief work in the Sutro Office and likes the work very much. Good luck, Herb . . . Motorman *Kenneth Thomsen* is now doing Special Duty office work at Washington and Mason . . . So many new faces in our shop department these days it seems like a different place. Greetings to the new members of this department.

Sympathy

Benjamin Zelles, McAllister Conductor, died March 9th of a heart ailment. He had been with the Railway since 1924. Our sincere condolences go to his wife and children.

Clever O. Conrad, Sutro Conductor, died on March 16th. He was a native of West Virginia and is survived by a wife and several children and grandchildren. He joined the Market Street Railway in 1929.

William H. Van Loon, McAllister Conductor, died March 24th. He had served the Railway since 1919, and was a native of Wisconsin. He leaves a wife and several brothers and sisters.

Miss May Connor, formerly with the Market Street Railway, passed away at her home in Oakland on March 11th after an illness of eight years. She will be remembered by many friends as she worked in the Purchasing Department for many years.

Mrs. Irma Collins, Calculating Machine Operator at Geary, died on April 8th. She was first assigned to the Railway in 1939 and was also well known at the Water Department, where she worked at various times. Her sudden death of a heart attack came as a great shock to her many friends.

THERE ARE ALWAYS TWO WAYS

THE WRONG WAY AND THE RIGHT WAY

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

olume 2

AY, 1947

No. 5

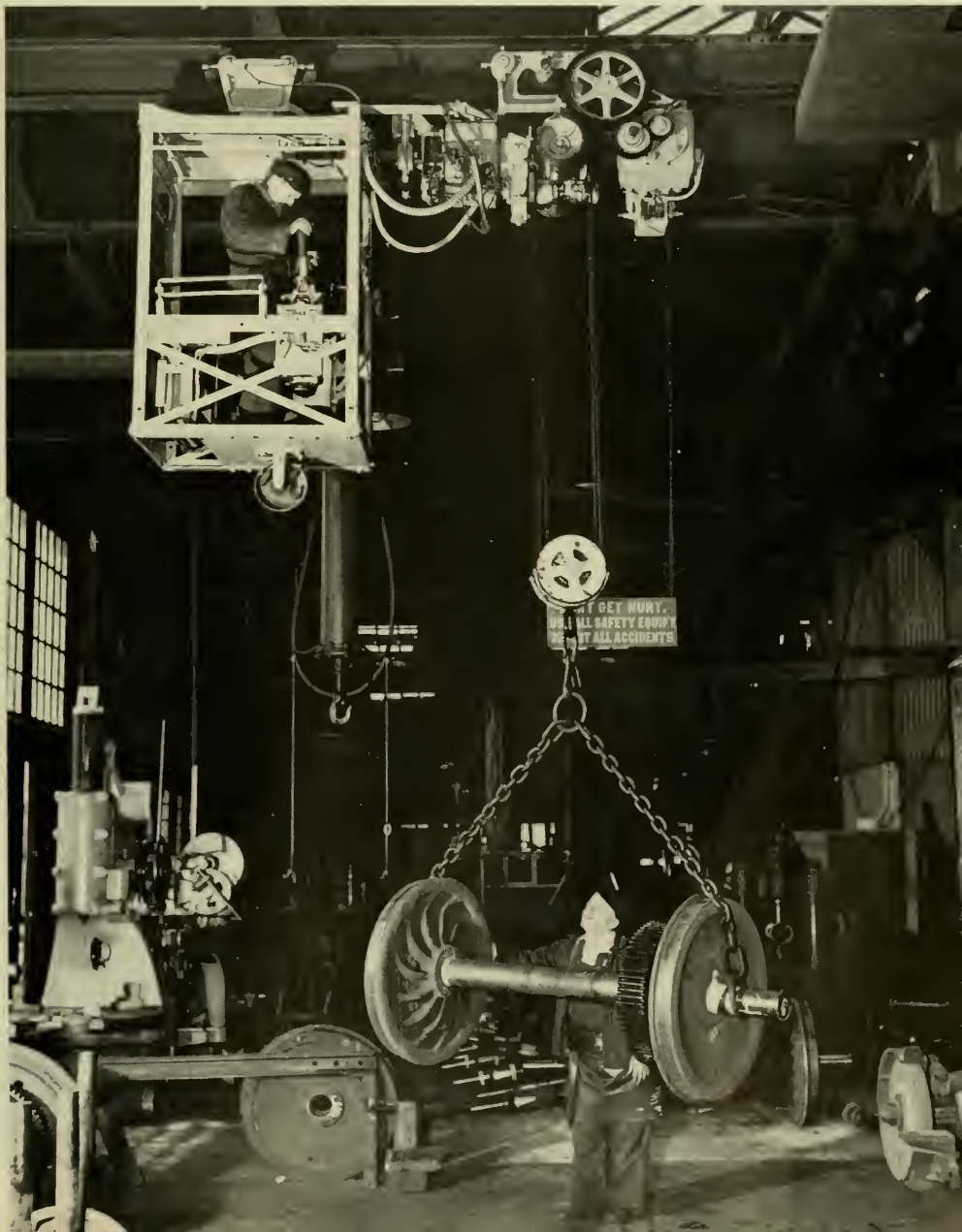
NORAIL

RANE

AT

LKTON

HOPS



Trolley Topics

Vol. 2 MAY, 1947 No. 5

Published under direction of the
PUBLIC UTILITIES COMMISSION

ADELINE SVENDSEN, *Editor*
CHARLES L. REED, *Artist*

REPORTERS

Bill White	Jim Lewis
John Hurst	Ken Howard
Jim Bittles	G. N. Magnuson
Robert Fish	John Whitney
H. R. Franklin	Jack Woods
I. D. Hester	Connie Morena
Jim Jose	Vic Peterson
Joe Kennealy	Dolores Shea
Jim Leslie	Wilma Tighe

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Bureau of Engineering

Congratulations are in order for *Bob Collins, Bill Conway* and *Haz Singh* for passing the recent examination for Electrical Draftsman. Bob topped the list with a score of 1034 points . . . Also "congrats" to *Mike Tourubaroff* for passing the examination for Mechanical Draftsman . . . *Fred ReQua* finally got his new Ford after months of waiting . . . *Gene Bush* is to be commended for the fine job he is doing in keeping the contractor on the ball on the reconstruction of the inner tracks on Market Street . . . *Alex Malley* has been ailing following some dental extractions; hope he is feeling better by the time this edition hits the street . . . Several of the boys were sad when Beau Lesto came in at Tanforan and nobody had a cent on him.

Hill-Climbing Coaches Impress Passengers

Ten new 44-passenger Fageol Twin Coaches, the first postwar hill-climbers to have been received in California, arrived early this month. Their cost—$15,500 each.

Shortly after their arrival, two of the busses were put on display, and free demonstration rides were given to all comers. From their comment, it was apparent that the passengers approved enthusiastically of the new coaches and found them to be safe, smooth and comfortable as well as powerful.

The Twin Coaches are equipped with two 6-cylinder 150-hp engines and hydraulic drive which eliminates the necessity for shifting gears. A single foot pedal regulates starting, stopping and speed. The body is built of aluminum and the power plant is sufficient to drive the coach fully loaded over the steepest grades and to start and stop readily on such grades.

The new coaches, however, will not be used as cable car substitutes except in case of emergency but will be assigned to heavy grade routes such as Sacramento Street and the Castro-Divisadero route. Busses now operating on those routes, will in part be distributed among other routes now short of equipment requirements. The new coaches will also be useful for temporary service while the last leg of the Union street car line is being converted to trolley coach operation between Van Ness Avenue and the Presidio gates.

Seven Divisions Cut Accidents In April

April, the unpredictable month, smiled sweetly on the Railway and rang up the lowest accident score of any month since consolidation. Accidents were 14% fewer than in the previous month, with seven divisions showing decreases. They were:

Potrero	27%	decrease
Washington-Mason	27%	"
Fillmore	20%	"
Geneva	15%	"
24th Street	9%	"
Sutro	6%	"
Geary	5%	"

The decline in accidents has not been confined to April alone. During the first four months of this year, accidents decreased 10% over the same period in 1946, while car collisions decreased 22%.

Every employee whose caution, alertness and skill have contributed toward this improvement deserves a word of praise for his good work. Close observance of all traffic laws and safety precautions will keep those accident totals going in the right direction—DOWN!

Shop Notes

We are pleased to welcome to Elkton Shop the following permanent appointees: Carpenters *James Conner, Daniel Poteet, William Miller, Frank Beck, Earl Gustafson, Leonard Anderson, Bert Beckman, Frank Mullan, Donald Curtaz, Edwin Fernquest,* and Molder's Helpers *Fred Harang* and *Miles Lucey* . . . In all fairness to these new employees, we feel we should warn them of certain slickers in our organization who conduct raffles. We refer in particular to *Frank Smith, Mike Coleman* and *Herman Kesler* who recently raffled off a clock on which the winning ticket was held by *Pat Ward,* foreman of Potrero Shops. The clock, gentlemen, turned out to be his own shop clock that he had sent to the Fare Box Room for repairs . . . Those who observed the tactics of one *John Nolan,* foreman of McAllister Shops, at the last foremen's meeting will not be surprised to learn that hat check service will be inaugurated at the next meeting. John was finally intercepted proudly wearing our boss' hat for which he had substituted his own, similar but definitely the worse for wear.

Fred Allen: "An income tax form is like a laundry list—either way you lose your shirt."

New Personnel and Safety Director Appointed

Appointment of Paul J. Fanning, veteran of World Wars I and II and for 19 years associated with the Pacific Greyhound Lines, as director of the newly created bureau of personnel and safety for the Public Utilities Commission was announced early this month by Utilities Manager J. H. Turner.

Fanning, who served in the Marine Corps in the first world war, recently returned from three years service in the Southwest Pacific as Army cargo control officer and executive officer of various port commands. He held the rank of major upon leaving the service and holds the same rank in the Officers' Reserve Corps.

Fanning began his service with Pacific Greyhound Lines as special and supervisory accountant and advanced up the executive chain as traveling auditor, district passenger agent, operating manager of major terminal properties and operating manager of a subsidiary bus company. His most recent work has been as special representative of the management. Through the years he has been especially concerned with transportation safety and personnel problems.

Paul J. Fanning

Correction!

Herman H. Frederiksen is captain of the Geneva Bolts bowling team rather than George Anthony, as announced in our last issue. Sorry!

New reporters for Trolley Topics are (1) Connie Morena of the Geneva Offices; (2) Jack Woods of the Bureau of Engineering; (3) Bill White of 24th Street Division; and (4) Ken Howard of the Line Department. Another addition to the staff is John Whitney of Geary Accounting, who joined too late to have his picture taken for this issue.

Sympathy

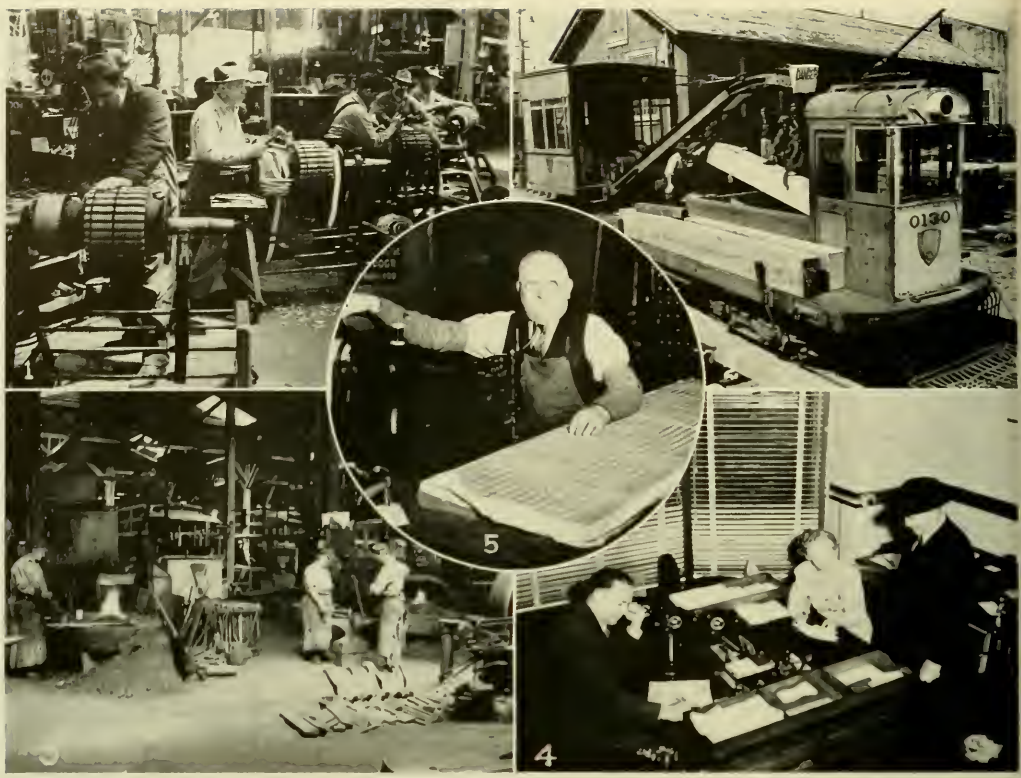
Mary Ann Ashley, Geneva Conductorette, died April 4th of pneumonia. She was a native of Virginia and had been with the Railway since 1945.

William E. Blanford, Sr. ERSM at Potrero carhouse, died on April 9th. He leaves a wife and several brothers and sisters. A native of Kansas, he joined the Municipal Railway in 1914.

Washington-Mason Division

Washington and Mason Division, with the able assistance of *Gordon Jensen* of the Accident Prevention Bureau, is making great strides toward the goal of reducing accidents chargeable to our division. We wish to thank our boys (and girls) for the part they have contributed in the last month . . . We hear that our good pals, *Fred Jameson* and *H. Hall,* had some trip while on thier vacations. They motorcycled around the country and took time out to mail the boys a card from each stop. We liked the one showing the old homestead best . . . Two members of our family have left us, namely *Joel Rogers and T. A. Rechnitzer,* and their places have been taken by *Noah Fortner* and *Theodore Jackson.*

A lot of drivers get into traffic trouble by hugging the wrong curve.



Let's Get Acquainted...

Introducing Elkton Shops

The variety of apparatus and skilled workers necessary to maintenance of Railway equipment is displayed in impressive array at Elkton Shops. The departments housed there include a Machine Shop, Car Building Department, Mill, Blacksmith Shop, Overhauling Shop, Leather Repair Shop, Glass Room, Electric Repair Shop, Rail Fabricating Shop, Fender Repair Shop, Wheel Room, Paint Shop, and (across the street at Geneva carhouse) Fare Box Repair Department.

No comprehensive picture of the hundreds of activities at Elkton Shops can be presented in an article of this nature. A few operations, however, will be referred to briefly.

In the handling of major repair work such as is performed at Elkton Shops, street cars, trolley coaches, motor coaches or miscellaneous equipment are brought first to the overhauling floor of the main shop building where the vehicle is usually run in over one of the fifteen track service pits. Here, if required, the body of a street car may be hoisted from its wheels and trucks, and the trucks may then be run ahead onto the overhauling floor ahead of the pits where the unit is readily accessible for whatever work is to be performed. A traveling monorail crane over this section of the floor provides a convenient means of lifting out motors, wheels or other truck parts which may be transported by this crane to any section of the shop.

When the work in the main shop is completed, vehicles are usually taken to the Paint Shop at the south end of the yard for touching up or complete repainting as required. The Paint Shop can house twelve street cars on two parallel tracks and was recently equipped with a modern heating plant to facilitate paint drying. A considerable portion of their work involves the painting and lettering of signs of all kinds. A truck is also dispatched daily for the repainting of necessary street signs and stop marks on the various roadways.

Elkton Shop is also a manufacturing center for thousands of parts used throughout the railway system, and innumerable items and miscellaneous units are constructed, repaired or overhauled there. In the manufacturing of new parts, many articles such as may be forged, machined or constructed from iron or lumber stocks on hand are produced in the Blacksmith Shop.

Some of Elkton's varied activities are pictured here (1) Ed Hayes, Jens Konnegaard, Marian Yount, Al Leslie and Charles Ashcraft wind armatures in the Armature Room. (2) James Anomeris, Nicholas Psarros and Tefik Bell are loading the crane car. (3) In the Blacksmith Shop are Isaac Hind, Henry Morscheck and George Nalon. (4) Office staff includes Jim Leslie, Jeanette Sorensen and Fred Coulmon. (5) Anthony Pohlman works on seat cushion in Leather Room. On the cover, Frank Lema in the monorail cab is lowering wheels to John Colocicca in the Wheel Room.

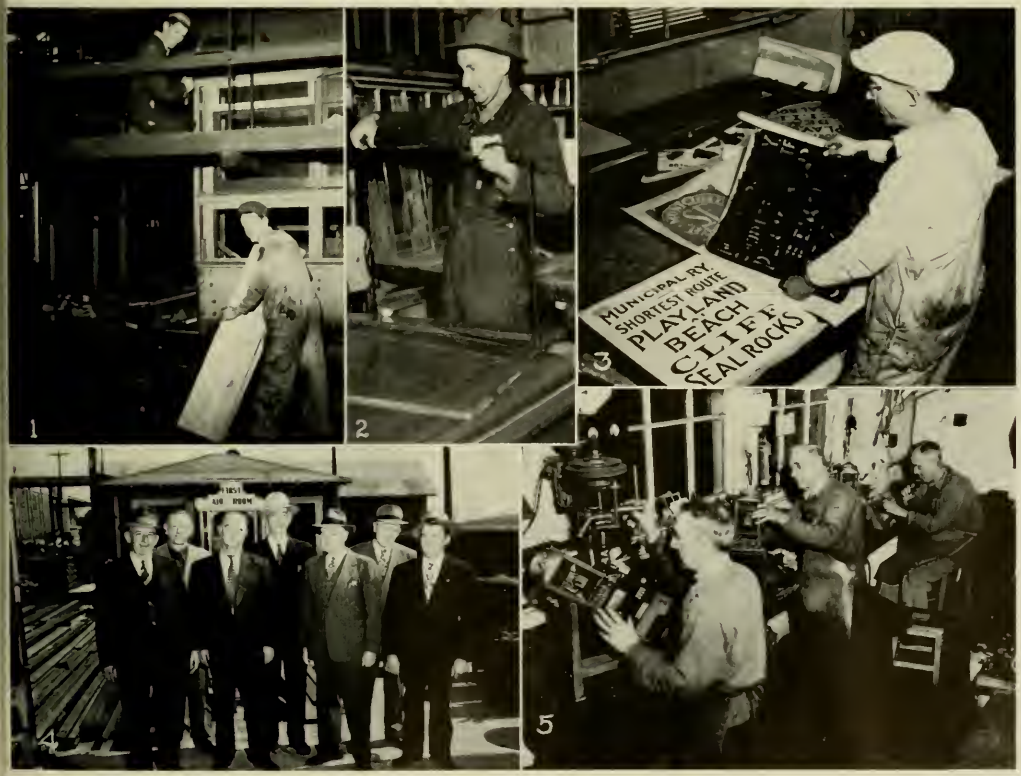
Machine Shop, or Mill and Car Building departments, but the thousands of castings which are in daily demand have their origin in the Pattern Shop, which is in constant production of new and intricate patterns for this work. Here thousands of patterns are kept on hand for re-use as additional materials are required, and while many of these patterns are sent to outside foundries when steel or cast iron castings are necessary, the majority of the castings used are turned out by Elkton's own brass and aluminum foundry. After the castings have been molded, they are sent to the Machine Shop for required machining or grinding. Practically all of the special work in overhead line construction is produced at Elkton's foundry.

In the Rail Fabricating Shop, thousands of feet of repair rail work are cut, drilled, and fitted annually in the maintenance of street roadways. This shop is equipped with all necesary machinery for rail fabrication including a rail-bending machine for curve rails where rails up to 96 feet in length have been shaped for curve construction. A major part of the work in this shop consists of the fabricating and fitting of special work such as intersection crossings, crossovers, switches, frogs, etc.

Directing and coordinating the vast operations of the Elkton Shops is Charles D. Miller, Superintendent of Equipment. Miller well merits his reputation as a man of action and accomplishment. With close to 40 years of railway experience, problems seem to dissolve at his touch. Starting as a Repairman in 1908, he became successively Foreman, General Foreman, Ass't. Superintendent of Equipment and Superintendent of Motor Coach Maintenance. He has held his present position since 1943.

Charles D. Miller

Representing other sections of Elkton Shops are (1) Frank Beck and Bert Beckman of the Car Building Department; (2) Elmer Kloch in the Glass Room; (3) William Murphree of the Paint Shop; (4) Foremen Tommy Thomas, Arthur Zimmer, George Anthony, Ralph McNutt, James Albert, Oscar Larson and William Roddock; and (5) Michael Coleman, Herman Kesler and Francis Smith of the Fare Box Repair Department.



Making Friends Is Part Of Our Job; See How These Employees Are Doing It

Courtesy, neatness, efficiency, honesty, skill, alertness—these are the qualities mentioned most often in the commendatory letters received concerning Railway employees. Unfortunately it is impossible to quote the letters in full, but the following are typical excerpts:

Virgil S. Packard, Geary. "This employee was neatly dressed, courteous and most efficient in handling the heavy crowds. He handled his job with a know-how that was a pleasure to all aboard."

George W. Cushing, 24th Street. "The courtesy and explanation of direction extended to me by this operator is a credit to your city."

Calvin Duncan, Washington-Mason. "Quick thinking and action on his part possibly saved serious injury to his passengers. On this occasion there was more involved than just courtesy or routine efficiency."

A. A. Deichler and *Jack L. Bush,* Potrero. "This morning I rode with a most courteous and pleasant conductor and an efficient, safe-driving motorman. The crew restored my faith in human nature."

Paul Ricci, Fillmore. "It is indeed heartening to see such a manifestation of integrity, and I wish to express my sincere gratitude for the honesty and efficiency that aided the return of my purse."

John Turtty, 24th Street. "He advised the blind man how to get to the hospital, even to writing the directions, and at Mission and Third Streets he called another Municipal Railway employee and requested him to see that the blind man was placed aboard the right street car.

Maurice P. Herlihy, Potrero. "He got off the car and helped down a very old and feeble lady. He was solicitous of the comfort and safety of all. He cheerfully dispensed information under trying conditions."

James A. Williams, Geary. "This conductor handled an extremely large crowd, filled the car to capacity and while doing so was very solicitous as to everyone's safety; also very courteous."

"Singing Conductor" Praised On Radio

Leonard Cristiani, the "singing conductor on the D line," was the subject of a KGO broadcast recently. According to the commentator, Cristiani's friendliness communicated itself to every passenger on his crowded car. "Come on folks, we want you—you're welcome here," he would call to those waiting at the stops. Then turning to the other passengers, he gaily advised, "There's plenty of room up front. You don't have to believe me—go up and see for yourself."

Relating several other instances of his helpfulness, the commentator concluded, "Personally we think the singing conductor of the D line is a great man. Anyone who can make rush hour passengers forget their aching feet long enough to smile and be polite has a touch of genius—the kind of genius this worried world of ours really needs."

Bravo, Conductor Cristiani!

Fillmore Division

Grandfather *Magnuson* has been on vacation for two weeks and took a two week leave with it so he could take a trip east. He spent a few days in Ventura, then drove on to Chicago and took a train from there to New York. The Dispatcher's Office reports receipt of the following telegram from New York: "Am really amazed at the tall buildings. I forgot myself and tried to climb up the outside of the Empire State Building as I was not aware of the fact that the big buildings back there had elevators. I then went to Radio City and after waiting for two or three hours, I asked a Hostess what time the next Subway train came through". . . Motorman *O. Chapman* went home and took a nap after working the owl. About 4:00 that afternoon he called up and said he thought he had an oversleep and was told to wake up—that he already had his days work in . . . Congratulations to *William Kuhn* on becoming the proud father of a bouncing baby boy . . . Sorry to hear that *Rosemary Richardson* was injured in the Argonaut wreck while going home on her vacation.

Last month's installation of the Veterans of Foreign Wars. Past 58, saw many Railway men in office. At left, outgoing Commander A. A. Benedict presents gavel to new Commander William A. Bryant. Right, from the Railway are (standing) Bryant, Thomas Hawkin, George Watson, Benedict, John Keaugh, (kneeling) J. McMurray, R. O. Anderson, Chris Steffensen and Stanley Rakeman.

Our Sister Utilities

Colonel *George Burr* has returned to Airport Engineering after five years in Army Service, the last of which were spent in rehabilitation work with the occupation forces in Korea. Colonel Burr was a reserve officer from World War I and was called into service as a Major early in 1942. Welcome home! . . . *Virginia Tobias* recently hostessed a shower for *Mrs. Charles Granieri* (*Jane Benjamin*), who is dating the stork in July. The proud papa-to-be works for the Water Department lab at Millbrae . . . *Martin Judnich* returned via Constellation from an exciting week in St. Louis where he played in the National Handball Tournament . . . Happily passing out cigars was *Gus Waegemann*, who announced the arrival of a seven pound daughter on April 20th . . . The Water Department picnic at Sigmund Stern Grove has been postponed to June 17th, and the plans sound better all the time. There'll be dancing in the newly-renovated clubhouse, games, prizes, and especially FOOD. Menu consists of spaghetti with mushroom sauce, meatballs, salad, rolls, pie, ice cream, etc. Committee members who are working hard on the arrangements are: *Ken Graham, Margaret Peters, Ellen Creighton* and *Edna Manseau* . . . *May Fitzpatrick* was glad to get back to the comparative peace and quiet of the 5th floor after subbing for *Ethel Cullen* during her illness.

Office Chitchat

The Office Employees welcome *Paul J. Fanning*, the new director of the Bureau of Personnel and Safety . . . Congratulations to *Frank Luttringer*, who passed No. 1 on the Property Auditor's exam. We'll hate to see you leave, Frank . . . Another smart boy is *Roy Jackson* who passed No. 5 on the Bookkeeper's examination. Congratulations! . . . *Leila McCaleb* is vacationing in Arizona and is having a grand time . . . *Jessie Chu* is having quite a siege of illness lately, having had an aching molar extracted . . . *Earl Ryan* is spending his vacation with his son in Alaska . . . *Herman* "Cigar-face" *Warnke* is a proud father again. This time it's a bouncing boy, Robert Peter. *Richard* ("My little Richie said") *Mangan* is two down to smiling Herman now . . . *Tom Cox*, Geary Division Superintendent, is making a rapid recovery. Who wouldn't—with a trip to Ireland in the not too distant future! . . . *Ernie Cordini's* Timekeepers are

Donald Mazzoni, General Claims Agent, checks through a file with new permanent Claims Investigators Frank Bei and John Clarke.

leading the Summer Bowling League, one game ahead of the Geneva Bolts (as of this writing). Captain Ernie's team is composed of *Richard Mangan, Jim Pagee, Homer Hopkins, Lloyd Imeldi* and *Ted Green* . . . *Audrey Jean Hellwig* of the Tabulating Division became the bride of Worth J. Moll on April 26th. Congratulations to you both . . . *Elizabeth Colclough* of the Leave Department wishes to extend her thanks for the many kind expressions of sympathy received since the death of her husband.

McAllister Division

Wilma Tighe, regular reporter for Trolley Topics, left on her well-earned vacation. She went back east by plane, to Omaha first and then to St. Louis to visit her mother . . . Congratulations Department: On Easter morning, twins, a boy and a girl, were born to the wife of Motorman *W. Macko*. The mother is doing fine, but the father is in a weak condition, considering this is his first set of twins . . . *C. Adcock*, Motorman, is really a fast worker. He met the girl, fell, and in two weeks time they were married. The bride is one of the popular waitresses at the Coffee Shop across the street . . . Considering the circumstances about Collector *Roy Kenny's* bad accident, it is really a miracle he wasn't smashed like the proverbial "smithereens." The muscles in his left leg were badly torn and his right wrist was broken in two places . . . *J. L. Wilson* and *E. Benson* went on a fishing trip recently and something went wrong with the boat; they were rescued by a Chinese fisherman as they were drifting out the Golden Gate.

24th Street Division

Of main interest at this division are the ten beautiful new Twin-Coaches. There was so much talk about the coaches that *Bill McDevitt* had to come down on his day off to see what they looked like . . . *Marvel Wren* of the Training Department became the proud father of a baby girl, all of seven pounds. Congratulations, Marvel . . . *Hintz's* landlady claims he brought home a manhole cover and tried to play it on the phonograph . . . A lady was calling at the office for a package of headcheese she had left on a coach. "Is that the headcheese there?" she asked indicating a package on the desk. *Cullen* glanced around and said, "No, mam, that's *Brackett — Davis* ain't here yet" . . . *James Brewer* came in with a novel plea for being off the other day. He showed a much swollen mit with the explanation that he had been up in his sleep fighting the wall . . . *Fiori*: "Why do de little dog curla hees tail?" *Vittori*: "So he can see da flea loopa da loop" . . . A fool there was, and he took a chance, and they carried him off in an ambulance.

Line Department

Gourmets of the Line Department, deploring the high cost of frog legs, jousted recently at frog sticking. Lancers *Angelo Ragona* and *Joe Baggetta*, supporting the inspired harpooning of *Orville McCoy*, created havoc along the ditch banks. *Jack Morgan* at the sack was exquisite. Casualties were: Frogs, 23; Line Department, 0 . . . Did you know that: *Ed Belasco* has 7000 coconuts in the bank? *"Doc" Agostini* isn't really a doctor? *Elmer Weest* served a bitch in the Navy? . . . That peppery little Irishman bustling around the Line Department at 6:00 a.m. daily is General Foreman *Dave Whelan*. He's a bundle of energy and a master of colorful expression—his favorite?—"Oh spheres"! . . . Gone but not forgotten are LT's *Tom McKeon* and *Ted O'Neill* who are now permanent "Poison Oakers" at Moccasin Power House . . . We were running the fish wire into the pipe preparatory to pulling in a cable. The stranger appeared interested. "What are you doing?" he finally asked. "Fishing a duct," was the preoccupied answer. "Fishing a duck!" he exclaimed. His startled expression became dubious—then pained. He went away shaking his head.

Geary Division

Outgoing and incoming Commanders at the VFW Post 58 installation were both from the Geary Dispatcher's Office—*Al Benedict* and *William A. Bryant,* respectively . . . The Division employees all regret to hear of Superintendent *Tom Cox*' illness. However, we know *Wes Mason* will keep things in good shape until he returns . . . According to *Sol Solemink,* a passenger got on one of the Geary street cars and said questioningly to Conductor *Ed Heiser,* "Bridge?" "No," answers Heiser, "false teeth."

Geneva Division

Motorman *Robert Burchett* is the possessor of a perpetual smile these days, reason for which is the recent importation of his fiancee from the land of the shamrocks. The romance commenced during Bob's overseas service. Lots of success and happiness to both of you . . . The grand old bird is hovering over Motorman *Frank Johansen*'s home. Said bird is no relation to Conductor *Dan Donohue*'s homing pigeons, who always make it a point to remain at home . . . Motorman *Bill Grassi* has lost his infectious smile after being "bumped" off the San Mateo Line. Bill says, "The only thing open on the San Mateo Line nowadays is the open door" . . . April 25th was Gardenia Day at Geneva Division. Every conductorette wore a beautiful gardenia corsage donated by the McLelland Orchid and Gardenia farms in appreciation of the fine street car service rendered their employees . . . Swing Dispatcher *Ken Watters* has joined the beef trust; before leaving on his extensive trip east, he was forced to have the rear end of his auto reinforced to care for the extra weight.

Retirements

William H. White, Geneva Conductor, retired on April 1st. He joined the Market Street Railway in 1925.

Lloyd F. Sellers, Foreman ERSM at Washington-Mason, retired on March 15th. He had been with the Municipal Railway since 1928.

Splicing the cable at Washington and Mason is a job that requires considerable skill and knowledge. Here C. E. Panigiris and J. Perico are assisting Stuart Peterson as he works on the cable. F. J. Doyle, Superintendent of Cable Machinery, looks on.

Potrero Division

Our ace collector, *Connie Lyons,* has recently become a proud grandfather. Connie says that the going was tough, but he came through all right . . . Conductor *R. Linehan* says, "When you sign your name, be sure you read the introduction." Ray speaks from experience . . . To Conductors *G. Hachette* and *L. R. Charles,* both of whom are recovering from a serious illness, we send greetings . . . Conductor *H. G. T'Souras* just recently took that fatal step. Nice going, Bill. Congratulations . . . Conductor *Chris Murphy* says that a lucky number shows up once in a while. Pretty nice, Chris . . . That funny noise you hear every so often is Conductor *K. H. Coleman* starting his motorcycle . . . Conductor *L. A. Stewart* just recently moved to a new city, "Hunter's Point." He says that there is one thing about it—there is plenty of bus transportation . . . Operator *C. R. Jessup* can hardly wait until he gets a sign up on the new "E" trolley coach line. What is the attraction, Charlie?

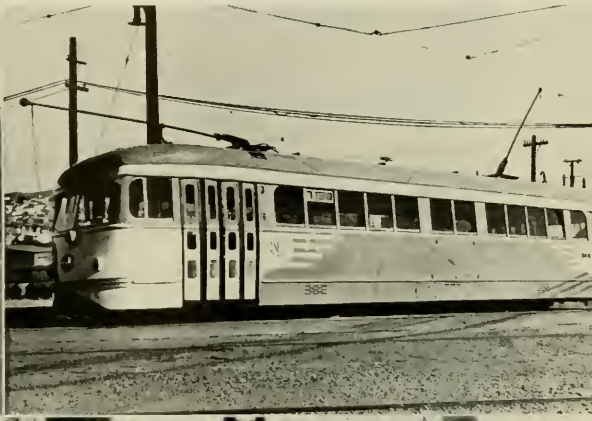
Sutro Division

Conductor *Roosevelt Wilson* finally started towards his old home town in Alabama to visit with his folks. He certainly had patience in waiting for his leave to be approved, and our good wishes are extended to him for a very pleasant trip . . . Motorman *Andrew Green* hurried home to visit his wife who is ill in Memphis, Tennessee; he should be on his way back when this is published . . . Trying to retrieve a package he left on another car, Motorman *E. A. Garren* tripped over a fender and took a spill; it caused many bruises and resulted in his being in the hospital . . . Conductor *Charles Bluecher* has returned to duty after a short sick spell, and the rest seems to have done him good. Some of our old timers have been sick for a long time. *C. O. Magnusson, E. L. Ellis, R. C. Morton* and *Daniel J. Sullivan.* Here's hoping they will be back on the job soon . . . *Gladys Barbier* was called to New Orleans to the side of a sick daughter. We hope it is nothing serious.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

JUNE, 1947 No. 6



FIVE MILLION DOLLARS IN IMPROVEMENTS SINCE CONSOLIDATION DATE

Trolley Topics

Vol. 2 JUNE. 1947 No. 6

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H. R. Franklin	Jack Woods
I. D. Hester	Connie Morena
Jim Jose	Vic Peterson
Joe Kennealy	Dolores Shea
Jim Leslie	Wilma Tighe

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

24th Street Division

Rumor has it that *Harry Englebert* will join the wedded ranks this month . . . *James Burks* became the proud father of a baby girl. All three are doing nicely . . . *Ed Coleman* gets so excited when he plays the horses that he has to put his teeth in his pocket to keep from biting his tongue . . . Have you noticed Dispatcher *Gene Rushing's* improvement—we mean his mustache— with a little more attention it will be adorable . . . *John Reed's* sense of humor was very appropriate the other day when he arrived at 24th and Utah with a long headway. Not being able to see his leaders, he leaned out of the bus and said, "Which way did they go?" . . . We wish to extend our regrets to *Bill Atterberry* on the death of his brother-in-law.

Inspectors Authorized to Issue Traffic Tags

Railway Inspectors who are Special Police Officers may now issue traffic citations for violations which interfere with the operation of street cars and buses. Inspectors Harry Reedy, Joseph Casey, Harold Shurgin and Charles Dussourt together with G. W. Evington, H. E. Cooley and H. G. Wilson were first to be given instruction by Police Sergeant Ed Moody on the procedure for filling out tags. The group compiled a mimeographed manual, and in turn have served as instructors; practically all field Inspectors have since received the necessary training.

According to Chief Inspector Wilson, the program is working smoothly and is proving a great aid in promoting an unimpeded flow of traffic.

New safety devices being installed on Municipal Railway cars are demonstrated here. (1) William H. Scott, W. C. Bendel and Paul J. Fanning watch as Ralph Ramirez enacts part of fallen pedestrian. Notice bumper just about to touch Ramirez' body. (2) Contact has tripped bumper, and wooden slats of fender are released to scoop up Ramirez and prevent him from going under the wheels. (3) Donald Mazzoni, Fanning, H. E. Cooley, Bendel, Scott and C. D. Miller look over the safety doors which are connected with the braking system and open only when vehicle stops. (4) Cooley watches as Miller closes inner door on Mazzoni's hand, demonstrating rubber guard which prevents injury from this type of accident.

Over Five Million Dollars From Revenues Invested In New Equipment, Services, and Construction Since Consolidation Date

Because they are spread over so many miles of tracks and through so many car houses, the hundreds of improvements made by the Municipal Railway since consolidation have been made without public notice of their cumulative effects. Yet, altogether, they represented expenditures of more than $5,000,000 from revenues for new equipment, new services, new buildings and construction. All this since September 29, 1944.

Here are some of the outstanding items:

Equipment: 91 new and 16 used motor coaches and 16 trolley coaches, plus reconstruction of older coaches and special motorized equipment involving expenditures of more than $1,500,000. Almost $1,000,000 worth of additional equipment, including 10 P.C.C. cars, 17 motor coaches and 25 trolley coaches, are on order.

This new equipment made possible establishment of the Sunset Express, substitution of buses for street cars on Third and Polk Streets, establishment of other new bus routes such as 18, 23, 75, 17-M and the extension of Bus Routes 1, 3, 6, 7, 11, 14, 19, 26, 27, 29 plus extensions involving the Third Street and Hunters Point routes.

Within a short time, the 16 new trolley coaches will be in service over the full route of the Union Street line, giving a service comparable to that enjoyed by patrons of the Howard Street line.

Construction: The principal items include reconstruction of tracks on outer Market Street and on Market from Fremont to Eddy; Mission Street from Otis to 13th; Church Street; and the widening of Geary Street (bids have been let) in the area bordering the Anzavista subdivision at a total cost of approximately $900,000. Other large items include $275,000 for a new bus garage at Kirkland yards; $132,000 for other buildings and structures including the new office building at Turk and Webster Streets; $125,000 for paving. Items of no small expense were the remodeling of the Geneva and Geary office buildings and the remodeling and re-equipping of the 24th and Utah garage. These and minor re-roofing jobs cost well over $200,000.

Service Improvements: Important among these was the establishment of the two-way radio system integrated with the headway recorder which have gone far toward untangling jams. The cost was over $50,000.

Arrival of manganese steel special work will soon make possible extension of the "F" line to the S.P. depot. The "H" line has already been extended to Visitacion Valley and a speeded up car repair and rebuilding program will soon make possible addition of more cars to the latter line to give additional service to Apparel City.

Street car service on the "M" line, which had been abandoned in 1939, was restored to operation in 1945 to meet the West of Twin Peaks population growth.

For the entire system there has been an increase of 8.92 per cent in vehicle hours, or an increase of more than 200,000 hours per month, despite the fact that wartime round-the-clock demands have fallen off.

The painting program has been greatly accelerated so that the cable car fleet is completed in its new coats of green and cream, more than half the trolley coaches are in their new colors, and 55 motor coaches and 47 street cars have been through the beauty parlor.

A new car rebuilding program featuring "Lifeguard" fenders and safety doors is also under way.

Yes, in spite of a bad start at a bad time, the improvements are there and many more will come. There aren't many transit properties in the country that have been able to put $5,000,000 into improvements wholly out of earnings in less than three years.

On Our Cover

Some of the evidences of Municipal Railway progress are represented on our cover. (Upper left) Mayor Roger D. Lapham, taking advantage of the opportunity to ride in one of the new hill-climbing Twin Coaches, is greeted by Duke Wormuth. (Upper right) The Streamliner is only one of the many cars and coaches which were painted in the new colors. (Center left) One of the new trolley coaches, badly in need of a bath after a long and dusty trip, is being unloaded. (Center right) At the wheel of one of the new radio-equipped cars is E. Morris, while H. Behlendorf stands alongside. Lower pictures show part of the reconstruction job on outer Market Street.

John Whitney is the new reporter for Geary Accounting. Remember to help your reporters out by forwarding news items to them.

Line Department

Residents of Richmond are positive that a jet plane flew low through town recently—actually it was *Brad Smith* returning from Benicia . . . Being all girl cats, the Line Department's quintuplets could be the beginning of a fascinating geometric progression. A sinister plot, however, seems in the weaving . . . Thousands of people win thousands of dollars in thousands of lotteries daily with never a comment from the stoic Line Department. Yet when *Ed Belasco* connected for a couple of C's recently, the indignant wails were both loud and harmonious. Your lineman thinks no more of a buck than his right eye . . . We greive with *Bob Gates* over the loss of his brother, Bill. Knowing lineman Bill Gates as we did, his passing was a bitter hour.

Division and Bryant

The B&D Office Staff mourn the passing of Myrtle Loomis, whose ready wit and bright smile endeared her to her many friends. Her death on May 28th was very sudden. Before coming to work for the Railway, Myrtle worked as a Collector for the Water Department where she had many friends. We extend to her family our deepest and most sincere sympathy upon their bereavement . . . The password here at B&D is "INVENTORY." Everyone is buzzing with activity. A new system was put into effect on June 1st whereby everything is to be ordered or priced by CODE, and woe to anyone who transposes code numbers.

Let's Get Acquainted...

Introducing Sutro Division

When Adolph Sutro, indignant because two fares were required for passengers to get from town to the beach, constructed an electric railway between the Presidio Avenue terminal of the existing Sutter Street cable railroad out to Sutro Baths and the Cliff House, he completed what is essentially the No. 2 Sutter Street route today and built the carhouse which still bears his name. Sutro, incidentally, was widely acclaimed for establishing a five cent fare downtown, and his great popularity resulted in his being elected mayor of San Francisco.

The cable line on Sutter Street between Presidio and Sansome with which the new electric line connected, had been originally constructed as a horse car line in 1865 by a group of enterprising real estate men who had bought up a large tract of land out in what were then sand hills around Sutter and Larkin Streets and who meant to popularize the inaccessible district by providing transportation. In 1877 the line was switched to cable operation, and the route was soon extended from Larkin to Presidio Avenue. There it was bottlenecked until Sutro procured his franchise.

The two lines inaugurated a transfer privilege, and after Sutro's death, the properties were consolidated. After the fire of 1906, Sutter cable was made into an electric line. All-electric through Sutter lines started on July 1, 1906, and went to the Ferry until June 1, 1908, at which time they were turned back at Sansome and horse-drawn cars took passengers to the Ferry until June 3, 1913, when through service was restored.

Up to 1905 the No. 1 line route was serviced by steam trains which ran from Presidio Avenue and California via California to 33rd Avenue, thence right-of-way past Land's End to 38th Avenue and Pt. Lobos. In 1915 the franchise on California Street from 6th Avenue to 33rd Avenue was taken over by the City, and the No. 1 line was diverted to run down Clement Street instead of California Street. In 1925, a wash-out on the right-of-way stopped operation of cars over this scenic route, and the line was later extended along the same route out Geary as the No. 2 line.

That exhilarating ocean air out Sutro way may account for the vim and vigor of the personnel. Above are (1) Superintendent W. R. Mason; (2) Harry Franklin, Patrick Murphy and James Healey in the Dispatcher's office; (3) Dan Galvin, Timekeeper; (4) Elmer Maples at the Receiver's window and Herbert Lyons checking out equipment; (5) Eddie Strong and Ray Thompson of the Instruction Department.

In addition to the original No. 1 and 2 lines, Sutro barn now houses the "C" line, added in October 1945, and the No. 21 line, which was taken over last fall.

The "C" line started operation out of Geary carhouse in February 1915, going from 13th Avenue to the Ferry, and was extended to 33rd Avenue in March 1915, which route is maintained today.

The 21 line, until the fire of 1906, was one of the five cable lines on Market Street and ran from the Ferry

Sutter Street cable car and dummy shortly after United Railroads consolidation.

out Market and Hayes to Stanyan Street. When changed to electric operation, the line had to be diverted as the grades were too steep between Fillmore and Divisadero, but in 1916, when the grades had been changed, the Hayes Street line ran direct to Stanyan and over Stanyan to Fulton. Later on it was extended out Fulton and over 8th Avenue to Clement Street, the present route.

While many relics of the past may be observed at Sutro carhouse, the operating staff cannot be included in this category. They are a young and peppy crew. W. R. Mason, newest of the Division Superintendents, is the popular and capable administrator of Sutro's affairs. Mason started as a Motorman in 1929 and became an Inspector in 1936. In 1939 he was appointed an Instructor, and in 1945 he achieved the rank of Division Superintendent. After serving a short apprenticeship as a roving Superintendent, he was assigned to Sutro Division in February, 1946. In June of that year he also assumed the responsibility of Washington-Mason Division. Right now, while Geary Superintendent Tom Cox is on sick leave, Mason has temporarily relinquished Washington-Mason and has taken over Geary until Cox returns.

Bowlers Attention!

A Bowling League for Municipal Railway platform men is being organized, and anyone who enjoys the game, regardless of skill, is urged to sign up. The League will be arranged to suit the working hours of the men, with particular emphasis on a daytime league for those who work late shifts.

It is not necessary to be an expert to bowl in the League as it will be arranged on a handicap basis. The League will be operated under A.B.C. regulations. If you like to bowl, write down your name, address and the *hours that you hate free,* and turn the information in to your dispatcher. Watch your bulletin board and Trolley Topics for further details.

Office Chitchat

The Railway was well-represented at the May wedding of lovely *Georgina Morrill* to Stanley J. Hendzel. Everyone is glad to know that after a month's honeymoon traveling around the country, Georgina will return to the Schedule Department . . . *Duke Ormsby* has been added to the growing list of grandfathers at Geary. Incidentally, did you ever hear the Duke tell about the days of the musical street cars in San Francisco—when they had a harp at each end? . . . *Mario Russo* of Fillmore Timekeeping headed for Mexico on his vacation, but only spent about half-hour there . . . *Laura Byers,* Personnel, acquired a son-in-law on June 14th when daughter Freda was married . . . *Tess Taylor* is back on the job after a pleasant vacation in Glendale visiting her niece and nephew . . . *Alyce Gates'* son, Bobby, is hobbling around in a cast, souvenir of a mighty slide which won the game for his baseball team. Alyce has instructed him to slide head first next time as she thinks his head is less fragile than his ankles . . . *Earl "Sourdough" Ryan* is back from his trip to Alaska where he visited his son in Sitka.

Retirements

Thaddeus Hoover, Geneva Motorman, retired on June 1st. He has had forty years service, starting with the Market Street Railway in 1907.

Joseph J. Anglus, McAllister Conductor, retired on March 31st. He has been employed since 1911.

Emanuel Bennett, Potrero Motorman, retired for disability on March 2nd. He joined the Railway in 1929.

(Left) In the gilley room at Sutro, this platform group lined up for their picture. At the extreme left is Motorman Nick Kruer, No. 2 in seniority for the entire Railway. (Right) Shop crew includes J. H. Marx, Joseph Peralta, B. E. Weimer, Joe Gerrans, H. E. Stewart, George Dini, Harry Hardesty, W. H. Hinckle and H. Barron, Foreman.

The Annual Office Employees' Picnic at Shangri-La last month was a big success. Aside from the delectable barbecue dinner and supper served by Chairman J. D. Brogan and his committee, there was swimming, dancing and fun for all. Morrie Less won the gate prize of $10.00. Hard-working committee members were Merlin Henry, Angelo Landi, Jack Wehren, Joe Crosson, Jim Duffy, Chris Welch, Ray Farrell, Laura Byers, Dolores Shea, George Quinn, Alice Grant, Don Mazzoni, H. Wilson.

Fillmore Division

Grandfather *Magnuson* has new company now. *Emil Zander* is the proud grandfather of a healthy son born to his daughter recently . . . Superintendent *Al Schirmer* and wife had some time off and enjoyed themselves at Calistoga . . . *Bill Wilgus* spent his time off painting a kitchen, and from reports the job was perfect . . . *Bill Robinson* is now working every day the hours he used to sleep. Forced issue, don't you know — no more street car "Owls" . . . *George Sawyer* was off a few days on the sick list but is again back in the harness . . . *Al Logasa* spent some time off meandering around the studios in Hollywood . . . *William Hutchison*, our smiling night dispatcher, is still trying for the jackpot. Good luck! . . . *Roy York* is a real hobbyist. Stuffed animals for his wife and flashy neckties for himself . . . *Fred Davis* tried in his own way to inform the Police he was a friend of a friend of a friend of theirs, but they just would not listen. Better luck next time, Fred.

Proud Bowlers Taught Lesson by Geary Gals

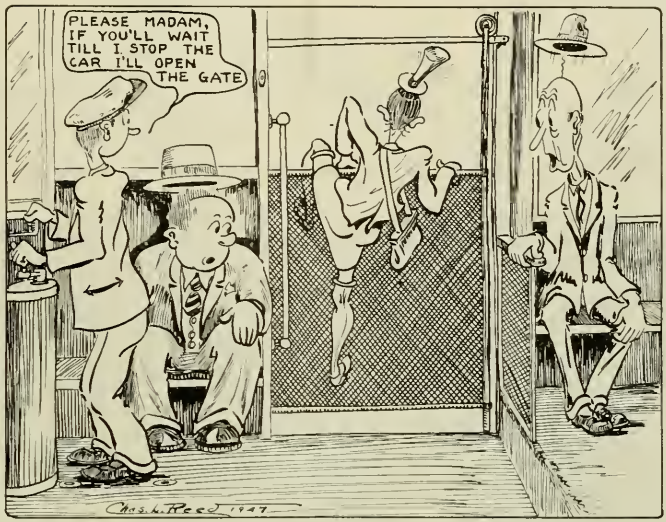
"Five little pepperers" in the very rear room at Geary deserve a big hand. They are known as "Crosson's Co-eds," and on a sad May 13th, they tumbled the mighty, league-leading Timekeepers in a bowling match at Lincoln. Captain "Chris" Welch turkeyed out for the damsels and shot a sparkling 175 to top all the bowlers, men or women. Others on the gals' team were Emma Kochart, Lois "You bowled before" Folden, Carolyne Clausen and Eileen Albrecht.

Potrero Division

To conductors and motormen who recently transferred from Geneva and Geary Divisions, we welcome you . . . We are glad to have Motorman *A. E. Schmidling* back on the job again after a leave of absence . . . We also welcome Conductor *Van Derhayden* back on the job after a serious eye operation . . . To those of the division who are at present on sick leave, we again extend greetings. We wish you all a speedy recovery. Conductor *George Hastings* says that when he is called by his full name, no one seems to know whom you are talking about. O.K., George, we will try to remember . . . NOTE: If you should know where Custodian information can be had, please inform Motorman *J. R. (Scotty) Murdock* of same. He is vitally interested.

Bureau of Engineering

The fellows in the Bureau of Engineering will be hitting the books now that the Engineering exams are coming up in the near future . . . *Dan Lucey* played in the tennis tournament at Mill Valley over Memorial Day. It was Dan's first tournament, and he promises to do better in the next one . . . *Al Volkoff* spent Memorial Day in Santa Barbara, and *Bob Collins* trekked to Yosemite just to see it rain . . . The Bureau of Engineering welcomes *Otto Heyer,* Mechanical Draftsman, into the fold . . . *Alan Crenshaw's* car looks good since he had its face lifted . . . *"Shorty" Von Husen* is sporting a new green eyeshade . . . *Ken Shiraishi* has accepted a position in the Bureau of Light, Heat and Power as Jr. Draftsman . . . *Charlie Maury's* job on the Central Receiving room is coming along in good shape . . . *Joe Gilbert* is planning a trip to New York to see his family.



Our Sister Utilities

The *Jim Gray's* of Hetch Hetchy Dam paid a visit to the offices here recently. Now that Jim's retiring, they've bought a trailer and are really enjoying life . . . *L. V. Degnan* has returned after a restful and refreshing vacation in Yosemite . . . Congratulations to the *Charles Granieri's* (Jane Benjamin) on the new son who arrived June 9th . . . Everyone is weeping big tears 'cause *Eleanor Giuliacci* is leaving us— she'll be traveling with her Dad during the summer . . . When *Gardner Griffith* of the Public Service Bureau was in Washington, D.C., on his vacation, he renewed acquaintance with swarms of relatives and friends whom he hadn't seen in many years . . . *Myron Tatarian* was a San Francisco representative on the "Quiz of Two Cities" radio program; his team scored 120 points against Los Angeles' 40.

McAllister Division

Has anyone noticed how much happier *Mildred Sharp* is lately? Her dog, Major, had an eye operation and now he's back and in the best of health . . . The old-timer Conductor, *Ben Finklestein,* is back at work at last. He was off sick about five months. Glad to see you, Ben . . . When *R. Aragon* comes into the gilly room, the fun begins. Not only is he head Wolf where the gals are concerned, but he also keeps most of us in stitches with his various Spanish songs. He believes he can sing—so why start an argument? . . . Having worked the Owl on the Ocean line for about 30 years, *Joe Sabato* and *Jim Hynch* are finding it extremely difficult to get used to that bright light known as the sun. That goes for *L. J. Hall* too. He was heart-broken when he lost his baby Owl run. But time heals many wounds—so they say . . . When *H. Masarie* requested a gong pin, Dispatcher *Bill Sharp* asked, "What for?" (meaning what type of car). Massarie replied, "For a street car." Sharp came back with, "Well, I'm sure you're not running a wheel barrel!"

Geneva Division

Congratulations to the *William Mooney's* on their recent marriage; also to the *Cecil Harvey's* on the arrival of their new baby girl . . . Motorman *Al Schwab* was seen running down Geneva Avenue being chased by a facsimile of Donald Duck. Could it be the Duck was hungry? . . . For appearing at the Boulder Creek Frontier Days' Celebration dressed like a city slicker, Superintendent *Jim McDevitt* was confined to the local hoosegow with a penalty of drinks around for the Baliffs . . . Motormen *Smid* and *McCarn* claim to have started a new fishing innovation. McCarn plays some mysterious sonata on his violin while Smid pulls in the fish . . . That well dressed motorman now operating the San Mateo line is none other than *Bill Strohecker.* After operating the Mission Owl for 25 years, Bill has to wear dark glasses to see in the daytime . . . Another of Geneva's old-timers has retired from active duty. Motorman *T. C. Hoover,* commonly known as Tadd, served in the capacity of motorman and inspector faithfully for 40 years.

Shop Notes

Congratulations to Carpenter *Daniel Poteett,* who journeyed to Carson City over Memorial Day and took unto himself a bride. Just to prove further that this was his lucky day, Dan dropped a dime and a quarter in two slot machines and hit the jackpot on both . . . Other holiday activities: *Jim Albert,* 3 bass at Rio Vista—Mrs. Albert, 5; *Joe Barbetti,* limit of abalone at Moss Beach; *John Perotti,* Reno and way points—no jackpots; *Jack Dwyer,* to Monterey; *Jens Kannegaard,* to Solvang, Santa Barbara County; *Bill Reid,* confined to cottage on Russian River—wet outside, no info on interior status; *Arnold Stenfors,* working on trailer; *Paul Dumont,* taking care of chickens —85 white leghorns; *Ray Anderson,* moving; *Mario Napolitano,* painted kitchen; *Art Gilbrech* and family, rained in at Feather River; *George Anthony* and *Harry Andresen,* practising hooks at Sports Center; *Ray Wyatt,* stayed home to take care of baby—size of baby not revealed . . . Sympathy is extended to *Leo Gilfether* in the loss of his mother.

Geary Division

Inspector *Philip Weinberg* figures he's out $2.00. The party who owes it to him said he would pay him back when he got straightened up. (He's a hunchback!) . . . Motorman *Chris (Fat) Ward* is doing fine on the "F" line. No more "sharps" now. Motorman *George Hancock* take notice! . . . Motorman *Abe Resnick* is back after a brief illness. Atta boy, Abe . . . Superintendent *Tom Cox* is now visiting relatives in Vancouver, B.C. From there he plans to visit the "old sod" —Bon Voyage! . . . Post Commander *Bill Bryant* reminds all you boys to purchase a ticket on that Oldsmobile —don't be caught short . . . Hurry back, Conductorette *Anne McGee*. We miss you!

Sympathy

Cornelius Ring, Potrero Conductor, died May 13th. He was a native of County Cork, Ireland, and joined the Municipal Railway in 1915.

Myrtle Loomis, General Clerk at Division and Bryant warehouse, died on May 28th. She was originally employed at the Water Department and transferred to the Railway in 1945.

Daniel Murphy, Car Cleaner at Potrero, died on May 24th. He had been with the Railway since 1942.

Wyat Green, Potrero Conductor, died on May 12th. He was employed by the Railway in 1945.

HUNDREDS NEEDED FOR PLATFORM JOBS

The Civil Service Commission advises that it will have to recruit approximately 70 men per week for 20 weeks to meet the September 30th deadline when all positions with the Municipal Railway must be filled by permanent Civil Service employees. They urge all Municipal Railway employees to tell their friends of opportunities offered for these permanent positions. Information, scopes and applications may be obtained from the Civil Service Commission temporary office located in the Plaza in front of the City Hall, Polk Street side.

Track Department

Bill Hook visited Moccasin over the holidays seeing old friends and catching a nice limit of trout on the Tuolumne River at Early Intake. We also like trout, Bill . . . *Timmy Mahoney* is very lonesome these days with his side-kick, *Johnny Lee*, on vacation. Johnny drops his usual quota of postcards to the boys. Last reports were from Yuma, Arizona, where Johnny says the weather is very hot . . . *Pete Kerrigan* and crew, after a month's siege of night work, are enjoying working in the sunlight again . . . In the hospital for operations are *Dan Keohane* and *Hugh McGee*. Best wishes from everyone for a quick recovery

In order to stimulate interest in Municipal Railway platform jobs a street car and coach have been painted with the announcement shown here. The positions must be filled by permanent appointees before October 1st deadline. (Story on this page.)

Washington-Mason Division

Highlight of the month seems to be the current gossip of vacations. Members of our family at present on theirs are *Ugat, Ling, Knothaud* and *Starghill*. We hope they are enjoying themselves . . . To the men on our sick list we wish a speedy recovery, namely, *Joe Silva, A. Davis, J. Hill, N. Fortner, F. Chew* and *J. Herily* . . . One of the outstanding features of the noontime recreation is the long standing pool match between *Ted Nelson* and *C. McCarthy*, our two shopmen. These men are fast friends until the whistle blows, when in they march with their trusty cues and the battle begins. The referee of these matches is our genial shop foreman, *Frank McQuaid*. When Ted misses a tough shot, he explains that it was due to his using the welding torch. Mac has no alibi . . . Congratulations to the following gripmen who had no accidents during the month of April: *Hill, Block, Hutchings, Shelly, Bothman, Bailey, Green, Collins, Morris, Stringer, Jackson, Fadis, Hatter, Shepherd, Williams, Hickok, Williams, Henson, Franklin.*

Garage Exhaust

Frank Scherzer, our ace shortstop, distributed the stinkers this month account of brand new Janice Carolyn; his ever lovin' Joyce is doing well, too . . . Not to be outclassed, *Arthur Bakke* announced arrival of Gilbert Arthur, with smoke bombs for men only and chewing gum for the ladies . . . New permanent employees *Tom O'Connor, Fred Crouedeaux, Mario Ghisolfo, Howard Thomson, Julius Landini, Ed Saunders, Leo Lucey, Earl Houe, Rudolph Kramer, Ethan Lucas, Jim Bolger, Jim Delaney, Emanuel Falzon* and *Will Woods* are welcomed with best wishes for success . . . Recently retired Auto Mech. *Ed Sellan*, leaves this department with a heartfelt expression of good luck from every man jack in the place. It has been a pleasure and privilege to work with Ed these past years . . . Our sympathy is extended to *Werner Odenthal* in his bereavement of his wife, Edith

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Potrero Division

We again send greetings to the personnel at this division who are on sick leave. A speedy recovery to all . . . We are glad to see Motorman *R. J. King* up and around again after an appendix operation . . . Conductor *J. Finn* says that when you sign up you are sure of a run, but for hold-downs you can sure get fooled . . . By the time this issue is published, the sign-up between Potrero and Geary Divisions will have gone into effect. We welcome the men from Geary who have come here . . . Our dispatcher, *Bob Williams*, just returned from a tour of the country in his new Chrysler car. Bob says that when better automobiles are built, he thinks Chrysler will build them. Anyhow he and his family sure enjoyed the trip . . . Quite a number from this division are vacationing now. We wish each and every one an enjoyable time.

Wedding bells rang sweetly for the couples pictured here. Upper left, Doniel Poteet. Corpenter ot Elkton Shop, is shown with his June bride. Upper right, Audrey Hellwig of the Tobuloting Department became Mrs. Worth J. Moll in April. Lower left, Mr. ond Mrs. Eddie Oakes were married in June. Oakes is a motorman at Genevo Division. Lower right, the Bob Pottersons were morried in Morch. Mrs. Patterson (Primetto Colloni) is employed in the Timekeeping Deportment ot Geary.

Ideas Wanted to Improve Railway Service

What's wrong with the Railway?

We've heard a lot of criticism from people on the outside who are not fully aware of our problems. Now we who are actually working for the Railway have an opportunity to express our ideas as to what could be done to improve our Railway's operation.

In General Bulletin No. 903, which is posted throughout the system, General Manager William H. Scott has invited every employee to submit suggestions which may be helpful in the improvement of service, in effecting economies, in promoting safety, in building public goodwill, or in increasing our efficiency in any way. Suggestions are to be addressed to Paul J. Fanning, Director of the Bureau of Personnel and Safety.

Already many excellent ideas have been received. Conductor Ferrell E. Long of Fillmore has submitted a suggestion relating to pavement markings for both motormen and passengers, which would eliminate unnecessary boarding delays. Inspector Philip Weinberg has brought up some problems concerning fare collection. Conductor Virgil S. Packard of Geary wrote in about a combined safety and education program. A suggestion about tunnel signals was contributed by Inspector Edward J. Grant. Conductor J. H. Mills of Geary reported a dangerous intersection. Geneva Dispatcher James Lewis offered a plan for giving recognition to outstanding platform men.

All suggestions received are being thoroughly studied by management, and, according to Fanning, they have already proved to be of great value. More ideas are wanted. Those mentioned above are all from men in the the transportation department, but it should be understood clearly that employees in the shops, offices and all other departments are also urged to send in their suggestions. We can all have a hand in improving the operation of the Railway.

Sympathy

James L. Edmunston, Fillmore Conductor, died June 16th. He had been with the Railway since 1919.

Roy Stuart Haupt, Geneva Conductor, died June 6th. He had been employed since 1926.

Homer Riggs, Trackman, died June 20th. He had joined the Railway in 1915.

Garage Exhaust

Garage soft-ball team is going great guns; they recently defeated Doyle's Tavern and the Health Department, but dropped a close one to the Fort Scott team. Games are always interesting, and schedules may be obtained from manager *Frank Scherzer* . . . Bowling Team isn't doing so good, and it might be necessary to borrow some of the ball players to lift the keglers out of the cellar . . . New permanent employees *Charles Connors, Charles Taylor* and *Ed Tondaini* are welcomed to this service . . . Garageman *Matt Judnich's* son Walt is banging 'em out in fine style for the St Louis Browns, and we're kept well informed of the American League . . . Project No. 278 has started in the Garage, and the joint is jumpin' from air compressors, air hammers and concrete carriers. Completed job will furnish needed Bus Lifts, pits and additional work space with a concrete deck.

Two more sets of happy newlyweds are shown above. (Left) the former Georgina Morrill of the Schedule Department is now Mrs. Stanley J. Hendzel. (Right) Conductorette Dale Smithson is bride of Motorman Robert King of Potrero.

Operator George Dahl Learns of Passengers' Tribulations During Breakfast Radio Skit

Bus Operator George Dahl has been hustling passengers along for 35 years. When he appeared on the "Breakfast on Nob Hill" radio program recently, Dahl discovered that the poor passenger has problems, too.

As a "gag" on the show, Dahl was loaded with packages, umbrella, purse and other paraphernalia of the average woman rider; a small boy was instructed to cling to his arm and hamper him as would a tired child after a day's shopping. Object was for Dahl to try to get his fare out of his purse while a lady from the audience, playing the part of conductor, heckled him mercilessly with cries of "Fare, please" and "Step forward, please."

Occasion for this bit of fun was the appearance of Railway and Civil Service representatives on the morning radio program in an effort to publicize the need for more applicants for permanent platform jobs. Manager of Utilities J. H. Turner and Railway General Manager William H. Scott were interviewed and outlined some of the advantages of Railway employment —job security, vacations with pay, sick leave, retirement benefits, etc.

Dahl also spoke and mentioned some of the reasons why he takes pride and pleasure in his job. Dahl, incidentally, made a very favorable impression on the audience, not only because of his poise before the mike, but because of his trim appearance in a smart new uniform.

Others interviewed were Lou Garcia of Civil Service; Ray Hayton, Chief Instructor; and Gardner Griffith, Assistant Director Bureau of Public Service.

Attending the Breakfast in addition to those mentioned above were W. C. Bendel, Harry Cooley, G. W. Evington, Paul Fanning, George Lewis, W. R. Mason and Fred ReQua of the Railway; Commissioner Allan E. Charles, Harry Albert, Guy Hayler, Louis Landreville and W. F. Mitchell of Civil Service; W. Donald Fletcher of Coro Foundation and some of the scholarship holders from that organization who are studying municipal government.

On Our Cover . . .

Highlights of the "Breakfast on Nob Hill" radio program are shown on our cover. In large picture, Bob Hansen of the KSFO staff referees dispute between "Passenger" George Dahl and "Conductor" Mrs. Peter Mortensen. Small pictures include: Hostess Ruby Hunter interviewing General Manager Scott; Dahl giving Miss Hunter some instructions on bus operation; Manager of Utilities Turner being questioned by Hansen; the "Railway corner" of dining room; Miss Hunter, Dahl and Hansen at the microphone.

Geary Division

General Transportation Superintendent *Duke Ormsby* may be in Ireland by this time; he drove across the country to Boston where he visited his new grandson, and from there he planned to make the trip to his native sod. Bon voyage, Duke! . . . Superintendent *Tom Cox* is also across the foam by now, having first visited relatives in Montreal, Canada . . . The V.F.W. Oldsmobile was won by *"Champ" Clark* of Lexington Avenue. Congratulations! . . . The "M" line is now an addition to Geary Barn . . . What was Inspector *Walter Costa* doing at McAllister and Fillmore at 8:00 p.m. in uniform and with his book, too? . . . How about a dance or a picnic for Geary car barn sometime! . . . Famous words at Geary: "What—another sign-up?"

McAllister Has New Reporter

Maybelle Paetzel is welcomed back to the Trolley Topics staff as reporter for McAllister Division. Pat used to write the Haight Street column before that barn's operation was discontinued.

Now Wilma Tighe, who has been such an excellent and faithful reporter at McAllister, wants a rest, so Pat will replace her. Many thanks to you both, Wilma and Pat!

Let's Get Acquainted...

Introducing The Track Department

Track Superintendent Frank J. Sheehan (center) is surraunded by some of the people ond equipment thot ore under his supervisian. At the uppei left some ot the Track Department trucks are shawn ralling aut an their way to various jobs. Foremen Jahn Jamisan ond Tim Sullivan are in the foreground. Upper right, Joe Kenneoly of the office staff studies blueprints with Generol Foremen Patnick O'Shea and Frank Cassidy. Lawer left, Anita Rahlls checks jab locatian list with Assistant Engineer John H. Ryon. Lower right, a busy gang at Ellis and Fillmore replaces switch and mate with straight rail. Crane car lifts heavy rail ta locatian desired.

The task of maintaining track and roadway without sufficient materials or sufficient trained personnel has been the nearly heart-breaking job of our Track Department during the last few years. That they succeeded in keeping the tracks in operating condition has been a remarkable demonstration of efficiency and ingenuity.

The impressive record of our Track Department is fully appreciated by those who understand the conditions under which they are working. However, as General Superintendent F. J. Sheehan ruefully admits, they get their full share of adverse criticism as well.

Civic improvement clubs complain of jagged holes and jutting rails in their particular neighborhoods. The motorist who has been jolted excessively pours out a tirade of abuse. The housewife whose nerves are jangled from the din of street cars bumping along uneven tracks, phones in to air her grievance. No complaint is ignored. An investigation is made in every case, and if repairs are feasible, the situation is remedied.

It is not always possible, however, to remove the source of irritation. In many cases the undesirable section of track is part of a line which may be abandoned soon or on which a complete reconstruction job is planned for the future. Obviously with limited materials and men, the Track Department must concentrate on repairs which will best fit in with the overall plan.

The limitations on material have given the Track Department an opportunity to show considerable resourcefulness. They have had to improvise and to adapt whatever was on hand to the requirements it must serve. In many instances material urgently needed for a particular undertaking must be secured by tearing it up from another location.

Prior to consolidation, the original Municipal Railway track material storage yard and rail bending plant were located at Mariposa and Bryant Streets alongside the 17th Street carhouse. When the two track organizations consolidated, headquarters were established on the Market Street Railway location at Turk and Webster. This property has since been improved and an office building constructed. Track materials from the Mariposa Street Yard were gradually removed to Elkton, and the Mariposa Yard was converted to a trolley and gas bus storage yard and terminal.

F. J. Sheehan became General Superintendent of the combined track

departments with William D. Chamberlin, who was Superintendent of the track department of the Market Street Company for many years, as Assistant Engineer. Chamberlin retired last year, and John H. Ryan of the Public Utilities' Engineering staff assumed the duties of Assistant Engineer. Frank Cassidy and Patrick O'Shea are the two General Foremen for the department; D. J. Kennealy and Anita Rohlfs are in charge of the office work.

The present organization, besides those mentioned above, includes 13 track foremen, 7 switch repair men, 11 chauffeurs, 6 compressor operators, 3 work car motormen, 7 track welders, 122 trackmen and 17 laborers—a total of 188 men.

Formerly many large replacement jobs were done by both organizations, but for the last few years most of this work has been done by contract under the plans and supervision of the Public Utilities engineering department.

Maintenance work has been abnormally heavy due to the run-down condition of a large proportion of the tracks of the old Market Street Railway system and conditions brought about by the war which caused postponement of badly needed reconstruction. Track materials are still at a premium.

Some 290 miles of electric car track and 10 miles of cable track have to be maintained. Station grounds and stations at the Sunset and Twin Peaks tunnels are the responsibility of the Track Department. A very considerable amount of equipment is used in their work—trucks, compressors, work cars, welding machines, air tools, etc.

While Superintendent Sheehan would like to give all credit to the efficient crew of his department, his own capability and reliability are bywords throughout the City. His experience dates from 1901 when he started with the engineering department of the Pacific Electric Railway Company in Los Angeles. He joined our City engineering staff in 1914 to supervise Municipal Railway track construction on contract jobs under the 1913 bond issue set-up. These lines were the Van Ness Avenue and Chestnut, Stockton Street, California Street, and Church Street. He continued as supervising engineer and track maintenance engineer, and in 1932, when a Civil Service examination was held for the position, he became officially Maintenance of Way Engineer. He has held his present title, General Superintendent of Track and Roadway, since consolidation. Sheehan will be retiring this year and leaves behind a reputation for achievement of which he may well be proud.

June 20th Was Banner Day For Marriage Experts

Chief instructor Ray Hayton and Geneva Carhouse Foreman Herb Strickland are planning to set up a "Bureau of Matrimonial Guidance" out at Geneva.

On June 20th Strickland celebrated his 41st wedding anniversary, and on that same day, Hayton celebrated his 40th anniversary. With 81 years of wedded life behind them, these men should be well qualified as advisers.

Our congratulations and best wishes go to both couples.

24th Street Division

Ahmed Beligh was passing out the cigars again; we wonder if he has another addition to the family or is just being generous . . . By the time this goes to press, *Lou Nolan* will be passing out cigars; we're waiting to see what it is . . . Operator *"Swede" Jahnsen* ban yumpin' yolly fallar; he lovs to vork on "Bolk Street" . . . *John Regan,* the first, came back from his vacation with the sleeves worn out of his coat and shirt. Where did you spend your vacation, John? . . . Things we never hear or see, but we sure would like to: *Klauber* saying, "I'll work every day this week;" *Pedone* with a necktie; *Lemieux* as a perfect "36"; *Espinoza* with a brand new joke; *Blessing* with a new haircut; *Jostmeyer* without an alibi; *Jackson* running a sign up without his hands waving; *Davis* jumping up to answer the phone; *Bryant* without that leather jacket; *your reporter* getting this column in before the deadline.

Washington-Mason Division

Vacation fever is still at its height around the diggings of Washington-Mason . . . Conductors *Canaway, Cunningham* and *Lyman* are battling it out with gripmen *Bailey, Morris* and *Green* as we go to press. We have yet to hear about the one that got away. (What, no fishing?) . . . *Stan Krispin* spent his vacation doing a paint job . . . It won't be long before *Pappy* can begin to oil up that new gun of his. Bet it will be Turlock, eh Nick? . . . Well, boys, let's get the old bowling going and show our brothers that we can roll a good ball.

Pictured below are a couple of track crews at work. At left a crew under Foreman Samuel Knowles are putting in a crossover on San Bruno Avenue near Wayland. At right, Foreman Peter Kerrigan directs men preparatory to removing rails no longer used on the Third Street viaduct. Approximately 1700 feet of track will be lifted for use elsewhere.

John Hurst has been reporting the news from Washington-Mason Division for some time. Hurst really gets around—he works in the Dispatcher's office, as an Instructor, as a signal tower man, and in various other capacities.

To The Claims Department

Oh, the "Claims" is all it claims to be,
And they're working night and day,
With men like Mazzoni and Beasley,
Not forgetting Clark, Manning and Bei!

Yes, the "Claims" is all it claims to be,
They are really setting a mark.
Look at the record and you will see
The work of Irving, Murphy and Stark.

Yes, the "Claims" is all it claims to be,
And disbursements could be much
higher
Were it not for the efforts of these
good men,
Plus Betts, White, Tait and Bockmier.

There are many more who work in
"Claims",
Even though these lines don't show 'em.
I'd certainly like to mention names.
But you see, I really don't know 'em.

By Motorman Bob Fish

Track Department

Tom Duffy and wife had a grand time in New York vacationing and visiting relatives. "But it's still San Francisco for me," says Tom. . . The *Paul Riveros* went on a trip east with relatives from Hawaii, returning with a new car and continuing on a visit to Mexico. Wonderful time had by all! . . . Future trackmen arrived at the homes of these proud fathers: *Jim Gallagher*, who's son was born June 8th, and *Pat Hurane*, whose son was born June 23rd. . . Off to Reno on June 28th to take Alma Musante for his bride was *A. Colombo*. Congratulations to all! . . Vacationers: *J. Jamison* to Santa Cruz, *J. Kelly*, *J. O'Regan*, *P. Savage*, *A. Motta*, *S. Moylan* and *J. Griffin*, destination unknown. . . Back to work: *Dan Keohane* after an operation, feeling fine and looking fit; and *Bill Hook* after a narrow escape, promising to keep his eyes on track curves instead of blonde curves. . . *Frank Cassidy* and *Tim Mahoney* are very proud of their offspring graduating with honors. Congratulation!

Office Chitchat

Michael Angelo Brogan came bouncing into this world on June 24th, much to the delight of papa *Vincent* and grandpa *Dan* of the Schedule Department . . . *Justine Couper* underwent an operation, and everyone is pulling for her rapid recovery . . . *Claire Nash* is taking over Justine's duties for the present . . . *Dagmar Hausman* has been transferred to the money room . . . Personnel's *Ida Michels* saw "Song of Norway" on two different occasions . . . *Laura Byers* and *Erla McVicar* were seen making the rounds on the Fairmont's new merry-go-round . . . Vacation notes: *Dorothy Johnson* had a pleasant trip to Yosemite; *Jessie Chu* vacationed in Arizona; *Violet Galassi* visited in Wyoming; *Jessie Ormond* viewed the grandeur of Yellowstone; *Ruth* and *Earll King* went to Reno (they say Earll has a hankering for roulette); *Don Mazzoni* took his family to Santa Cruz; *Jim Jose* flew to Detroit to visit his 88-year old mother; *Francis Greene* was in Lake County, *Jean Berson* stayed in Carmel.

Fillmore Division

Acting Inspector *Patrick J. Murphy* is vacationing in his native home, Ireland, and enjoyed the plane trip over very much . . . Motorman *Andrew Lee Brown* went to Dallas, Texas to visit with his mother, and we sincerely hope he has a splendid trip . . . Conductor *Robert Humes* is no doubt very happy and probably playing the bangtails at Hollywood Park . . . Instructor *Ray Thompson* with his wife and three nice children are vacationing in Fresno . . Instructor *Monty Allen* is pinch-hitting for Thompson, and we know he will do a good job . . . General Repairman *Jake Marx* picked a nice bouquet of flowers to take home to his wife and while on the way home discovered that someone had removed the flowers and put an old straw hat in his package . . *Karl Almlund* and *Nola Taylor* have been doing some good photography work of late, taking snapshots of the different personnel, car house, cars and the like . . Our heartfelt sympathy is extended to Dispatcher *A. J. Snelesky* in the loss of his beloved sister.

Bureau of Engineering

The Engineering office looked quite empty the last two weeks of June with *Charles Maury*, *Frank Hogue*, *Joe Gilbert*, *Al Volkoff* and *Allan Crenshaw* away on vacation . . . *Gene Bush* has just returned from a well-earned rest after four months on Market Street reconstruction . . . Completion of the "E" line trolley bus substitution is expected about the middle of July. *Bill Conway* has been the inspector on this job . . . Work has started on the new bus lifts at the 24th Street Garage; *Alex Malley* and *Richard Robertson* are handling the engineering duties . . . *Dan Lucey* won his first round match in the Class 3 Tennis Tournament at Golden Gate Park . . . Most of the boys are burning the midnight oil in preparation for the Engineering examinations which are to be held in the middle of July . . . *"Shorty" Von Husen* and *Jack Woods* got even on A. T. on the 19th of June.

Our Sister Utilities

Luther C. Stiles, Civil Engineer of the Hetch Hetchy Bureau, was honored at a luncheon on July 2nd at the Marine Club. He is retiring after 23 years' service and received some handsome luggage as a remembrance from his many friends . . . *Ken Graham's* picnic committee deserves a lot of praise for the wonderful feast they served in the Sigmund Stern Grove clubhouse last month. Everybody had a finger in the meatballs, says Ken, which explains why they were so good. The music was excellent, and the dancing (particularly the broom variety) was enjoyed by all . . . The Airport welcomes *James Cavanaugh* of the Railway, who has been assigned to the Accounting department under *Harry Pachner* . . . Our deepest sympathy goes to *Harry Arcber* on the death of his baby daughter.

Retirements

Stephen Gorman, Geary Motorman, retired on July 1st. He joined the Railway in 1914.

John T. McManmon, Potrero Conductor, retired on July 1st. He had been employed since 1918.

Motorman Joseph E. Silva, Washington-Mason, retired on June 18th. He joined the Railway in 1923.

Motorman Robert M. Burns, 24th Street, left the Railway on June 11th. He was employed in 1925.

Joseph E. Lindsay, Potrero Conductor, retired for disability on May 7th. He was employed in 1928.

Railway Wins Friends

General Manager William H. Scott has received some letters which he feels should be shared by all employees of the Railway.

One letter is from the Rotary Club of San Francisco and expresses their appreciation for the courteous treatment accorded their visitors during the recent International Convention. A similar letter from the Native Daughters of the Golden West brings thanks for the kindness of Railway personnel to their delegates. Cooperation in transporting members of the San Francisco Center for the Blind to a picnic brought an expression of gratitude from that group.

Another letter of appreciation, along a different line, is that of the Salvation Army acknowledging contributions by employees of the Railway to their building fund.

These evidences of the public spirited attitude of our personnel are winning many new friends for the Railway.

Geneva Division

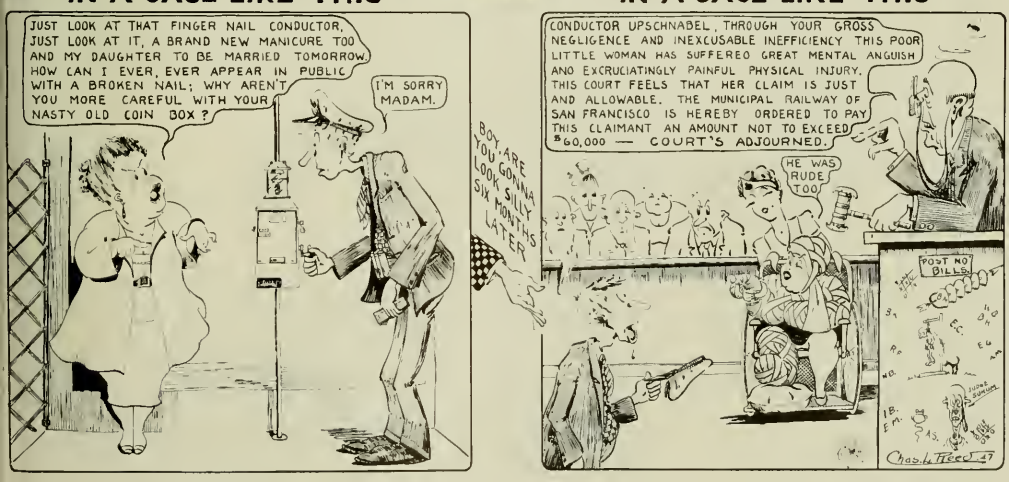
The Division's new bowling team, under the able leadership of Conductors *Al Flieger* and *Bill Vogel*, are a grand bunch of sportsmen, and with sufficient practice will no doubt uphold the Division's reputation of being *"first in everything"* . . . Motorman *Johnson Blyze* has joined the Lonely Hearts Club and is now taking lessons from Motorman *Al Buriani* on how to raise canaries and parrots . . . Congratulations are in order to Motorman *Eddie* and the new Mrs. *Oakes*, who were married in a picturesque ceremony which was followed by an unusual reception held at the home of Geneva's most eligible bachelor, *Bill Grassi*, who boasts of being "Some Cook" . . . Conductor *Ash Todhunter* proved himself to be an ace horseshoe pitcher by reaching the finals in the recent state tournament . . . Conductor *Josh Hamilton* has undergone a serious operation, and we hope he'll soon be well again . . . Our sincere sympathy goes to Motorman *Reece Wimmer* on the recent loss of his dear sister.

Shop Notes

Congratulations to *Elmer* (*Brick*) *Kenney*, who passed No. 1 in the Foreman Machinists examination . . . Also to *Andrew Freitas*, who journeyed to Iowa on a honeymoon trip following marriage ceremonies here June 24th . . . With just two more bowling sessions to go at this writing, the only thing now worrying the league-leading Elkton Bolts is where to put the cup when they get it. The comparatively meager showing of the Elkton Nuts, has inspired tentative plans for a foreman's team comprised of Captain *Bress Corley*, *Joe Bordin*, *Tom Thomas*, *Jack Loebbing* and *Art Zimmer* to challenge the Nuts in a post-season contest. A name for this supervisory squad that will pass the censor is being sought . . . Recent vacation trips: *Paul Martini*, Santa Cruz; *Frank Lema*, Petaluma; *Russel Monroe*, Santa Barbara; *Al Leslie*, Clear Lake; *Floyd Howell*, Shasta County; *Aloysius Sullivan*, Feather River; *Henry Lindman*, Oregon; *William McGowan*, Catalina Island; *Aurelio Sorbi*, North Beach; and *Bob Tweed*, herding cattle in the High Sierras.

McAllister Division

Old-timer *B. T. Green* came in and put down the wrong time for his run. Next time, Tommy, look at it twice and then see what happens . . . Telling of the passenger who spilled a whole box of fruit on her car, *Betty Hammond* says, "I had plums all over my car—in fact, I was plum crazy" . . . You'd never guess who went down south to see a few movie stars—and visit that famous Hollywood Park—well, it was *Charles Lasater* . . . There is an old-timer who always brings the office force a morning paper. That little bit of thoughtfulness is very much appreciated, Conductor *L. Stevens* . . . Another conductorette who came back fairly stuttering about the fun she had in Seattle was little *Mary Ball* . . . *Bostic* (*Red*) *Jones* is back on the cars after a long, hard session with a broken arm . . . *Harvey Mayville*, former night dispatcher from Haight Street, went to Sutro for a while but is back with us again as Yard Foreman . . . The popular *E. A. Otterstedt* announced that he was leaving on a little trip to get married on June 28th. Congratulations and good luck!



Passengers Appreciate Platform Men's Concern For Their Welfare and Safety

The constant flow of letters commending the courtesy and efficiency of Municipal Railway employees indicate that our customers are as glad to give a "pat on the back" to transit operators who are serving them well as they are to criticize those who are insolent or careless. Following are excerpts from some of the commendatory letters received.

Ray E. Greene, Geneva: "We were making a crossing when a truck with the longest trailer I've ever seen came full speed ahead to get by the stop signal. The motorman, how we'll never know, stopped the car instantly, not allowing a foot for clearance. He should be granted some kind of recognition."

Charles Cavayre, Potrero: "When boarding the car, my token slipped from my hand and rolled into the street. The conductor stopped the car and retrieved the token with a pleasant smile and word to me."

James Edmiston, Fillmore: "He went out of his way to stop auto traffic and escorted a blind man from the sidewalk to the car and also from the car at his destination."

Alonzo Stevens, Washington Mason: "He gives information cheerfully, stops his car to enable people to get on the outside seats, and helps the older people to get on and off."

Other employees who received equally appreciative letters were: *Martin Mulkeen,* Geary; *General Russell,* 24th Street; *Chris Wind,* Geary; *Torrance Page,* McAllister; *Vernon O'Connor,* Potrero; *Fern Garcia,* Potrero; *Adda Kemp,* Geary; *Dorothy Turner,* Sutro; *Louis Angeli,* Potrero; *Walter Gibson,* Potrero; *James Shea,* McAllister; *Harry McCarthy,* Potrero; *Marie McDaniel,* Potrero; *Roy George,* Potrero; *Louis Hughes,* Potrero; *Daniel Fletcher,* Geary; *Ethel Rutland,* Fillmore; *Samuel Halford,* Geary; *Bessie Long,* Geary; *John Tomola,* 24th Street; *Allen Smith,* 24th Street; *Peter Du Hart,* Potrero; *L. L. Wilson,* Fillmore; *Joseph Gallagher,* 24th Street; *Oscar Reynolds,* 24th Street; *Juanita Riley,* McAllister; *Herbert Mears,* 24th Street; *Charles Gassaway,* Geary; *George Benker,* Geary; *James Allen,* McAllister; *R. E. Wooten,* Geneva; *Paul Still,* Potrero; *John Fitzgerald,* Geary; *A. R. Thompson,* 24th Street; and *William Gillette,* 24th Street.

Last Call for Bowlers !

Most of the divisions have reported at least one team signed up for the platform bowling league, which will get under way shortly.

If you're interested in the sport, be sure to turn in your name, address, phone number and preferences as to daytime or night bowling. Your dispatcher will forward the information to Trolley Topics.

Line Department

Towing that airplane up Market Street the other morning, a bucolic voice was heard to jibe, "Whassa matter, run outta gas?" . . . The happy vivacity of *Frank Ruggieri* is a warm and gentle thing. It springs, we are told, from those vitamins with his lunch . . . Into the lair of the scissorbills came four brave men—*Johnny Murphy, Al Church, Ed Dillon* and *Tom Conroy*. Welcome to the Line Department . . . No portrait of this department would be complete without a sketch of *Jim "Ears" Wickstrom*. Wickstrom is one of our old-timers, and his inventions in the electrical field have given the line crews many a busy day. He sneers at danger, working the high voltages of the Railway system protected only by a pair of rubber gloves. His jovial good-fellowship, his willingness to help others, his activities in organized labor have won him a unique place in the hearts of the Line Department.

Our Municipal Railway Drum and Bugle Corps have been making a number of appearances around the country. In Sonoma recently, inspired by the return of old standbys I. T. "Smitty" Smith and George "Gabby" Wright, they were awarded a beautiful cup for their fine performance. This shot was taken when they were in Los Banos for a parade. Inset shows future Corps member Phillip "Peanut" Hursh, who is a wonder with a pair of drum sticks, according to papa James Hursh, Potrero Conductor.

MUNICIPAL S.F. RAILWAY

TROLLEY TOPICS

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Trolley Topics

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

The trim uniform and engaging smile of Operator Morris Less are clues to the popularity which brought him a commendation signed by 18 people.

Operator Praised By Eighteen Passengers

"The undersigned individuals would like to go on record commending Operator Morris Less for the courtesy extended his passengers on the bus he drives regularly for the Municipal Railway system.

"Mr. Less has the passengers' welfare and safety in mind and at all times manifests same during his duty as a bus operator. His very helpful attitude, his careful and safe operation of the bus, his consideration for others, and his 'can-do' spirit are all notable traits which prompt the writing of this letter in Mr. Less' behalf. Beyond that, his ever immaculate appearance is a pleasure to behold. You are indeed fortunate to have him as an employee of the Municipal Railway."

The two columns of signatures at the end of this letter are impressive evidence of the appreciation felt by passengers for one who gives good service. Operator Less has been with the Railway since 1941 and has an excellent record. We agree with the eighteen individuals who signed the letter that the Railway is fortunate to have him as an employee.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following excerpts from letters of commendation received from pleased customers:

Frank H. Welch, Inspector. "When I told him I had lost my purse, he made a thorough but fruitless search of the coach. He thereupon offered to lend me the necessary funds to get to my destination and return, and I accepted the loan of a dollar. Such kindness is heart-warming."

John L. Futch, 24th Street. "He is unfailingly courteous and kind and is always cheerful greeting passengers with a smile. His route is always punctual. We are especially grateful for his careful consideration of our school children."

George McGrath, Geneva. "It was a pleasure to ride with him—he was neat, his linen was spotless, he was kind and helpful and called all the streets and intersecting lines in a clear, pleasant voice."

Reginald Simpkins, Geary. "His courtesy, care in operating the car, as well as his calling the street names were all factors which make him a desirable employee."

Mary Sumney, McAllister. "She does not jerk the passengers off their feet as so many of the operators do. She is careful and she is good!"

Rudolph John Keller, 24th Street. "I was impressed with the caution and care he exercised, not only in driving but in directing passengers so as not to obstruct his side view."

Alvin M. Newman, Potrero. "His courtesy and consideration for his passengers—men as well as women—were exemplary."

Sadie Lee Lacy, Geary. "I am a crippled woman and she has been so nice helping me off and on the car. I ride her car every day and if I miss her she will ask me the next day, 'Where were you yesterday? I missed you.'"

Ivy Gummis, McAllister. "The conductor obligingly explained to the waiting crowd that there would be no No. 5. Although he then became the target of the exasperated passengers, he very courteously did his best to explain the situation and issued the necessary transfers."

Andrew Holt, Potrero. "He is courteous, well informed with regard to local streets and routes, very quick in his mental and physical reactions."

A. F. Marino, Potrero. "He takes extra efforts in the interest of the operation of his car, warns passengers of possible dangers when alighting, is courteous in other ways, and makes his runs according to schedule."

Arthur A. Carrington, Sutro. "He is neat, courteous and considerate of the safety of his passengers. His attitude toward all was as though everyone was his guest and he tried to accommodate all of them."

Abner J. Wilson, Geary. "He called every transfer point and other streets. Courtesy like that is worth the time to let you know what visitors think."

William J. Campbell, Potrero. "This collector remains good-natured in spite of the unruly patrons. He is impartial and helps the older women just as much, in fact more, than the younger better-looking ones."

John H. Fitzgerald, Geary. "A friendlier, kinder, more obliging man I have never seen. He deserves all the praise you can give him."

Fannie Pope, Sutro. "This motorette is the best-groomed, most courteous employee of the car company that I have ever run across."

Oran S. King, Potrero. "With a clear voice and courteous manner he calls the names of all the stops, announcing the name of the street and the number of bus or car to be taken at intersections."

Fillmore Division

Congratulations to *Aurelio Moreno* and his new bride who are now honeymooning at Los Angeles, Hollywood and way-points, and the same goes to *George Hines* and his bride of August 9th. Also *Emma Melton* slipped away from here for a few days and on her return we found out she was married. Good luck to all three couples . . . *Al Benedict* paid a visit to this division the other day, and boy, what a "Cod" he presented to *Skip Sawyer*. Skip hired a truck to take it home . . . *John Kinsey* has been doing a good job handling the vacation shifts in this office. He batted for *Albert Logasa* while Al was away, and then took over for Acting Inspector *Leonard Bulatoff* while he was on vacation . . . *Rosemary Richardson* is still laid up from that train wreck, and *Lola Adkisson, Pat Donigon, Eddie Allen, Bob Arnold* and *Ragner Fagerle* are also on the sick list . . . A good place to spend any Friday night is at the Sports Center to see *John Rosser, Dan Renie, Albert O'Loan, Harry Snead* and *Gilbert Haddow* all from this division do their stuff in bowling.

McAllister Division

Just a tip to the new men—when you look at *W. Holt's* necktie and see red lights, you aren't ready for the Psychopathic Ward. Those lights are real! We know! . . . *Al Nunes* has a brand new uniform and is staying off the Short List; we wonder if there isn't something (or someone) behind it . . . *E. Merrill* passed out the cigars very happily after spending almost nine hours waiting in the maternity ward for his brand new daughter. Congrats from all of us . . . To some of you gals this may seem bad news, but can't be helped—*Herman* (*What a man!*) *Schoen* was married July 26th. To those who missed his wedding reception, you really should have been there—it was wonderful! . . . After *Roy Kenny's* long session in the hospital, it certainly was good to see him up and around once more . . . Now that our bowling team is finally started, we know they will really make history for this barn. And your gal reporter will be right behind them too! . . . The office force has been depleted for a short time while Receiver *Mildred Sharp*, Dispatcher *Bill Sharp, Hugh McFadden* and *Yours Truly* got a well-earned vacation. And did we have fun? Then Day Dispatcher *Bill Johnson* will leave for a badly needed rest.

On Our Cover

The breathless moment when a cable car seems to hang right over the edge of nowhere was caught in our cover picture by Photographer Marshall Moxom. Scene is at Washington and Jones Streets.

Our Sister Utilities

The fifth floor at 425 Mason Street is being remodeled and the occupants have been dispossessed temporarily. Some were transferred to the fourth floor and others went to the engineering offices at Geary carhouse. Transformation of their former quarters into a large modern drafting room and a central filing room will take from two to three months . . . A charming bride was *Ann Traverso* of the Airport who became Mrs. Harold Smith on July 9th . . . *Tony Russo* replaced *Ralph Kurtovich* as Bookkeeper for Hetch Hetchy when Ralph was transferred to the Assessor's office as Property Auditor . . . *Ann Bailey Gibbon* brought her lovely baby daughter, Katherine, in to the Water Department offices recently . . . *Norman Bennernagel* has been transferred from Mason Street to the General Offices at City Hall . . . Vacation notes: Utilities Manager *J. H. Turner* shipped off for Alaska with his family. *George Warren* flew to Guatemala. *Mike Wibler* vacationed at Los Gatos. *Ethel Cullen* flew to Seattle. *W. A. Robison* enjoyed a stay at Mather . . . *Alice Ogle* is a new addition to the Hetch Hetchy typist department . . . *Leo Smith* has returned from Moccasin after six weeks doing vacation reliefs there.

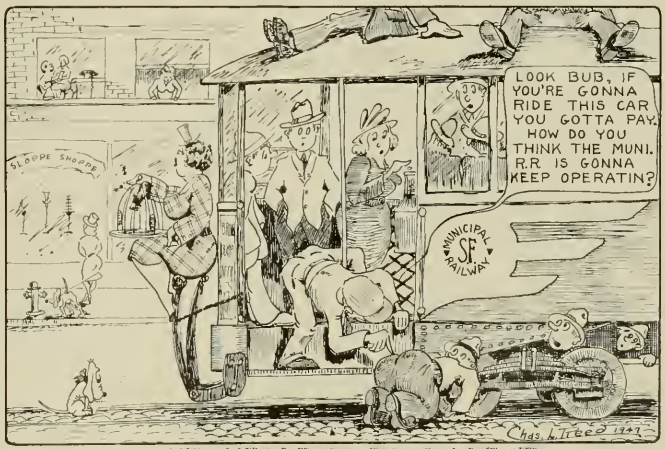
Employees Contribute Valuable Suggestions

Suggestions to improve Railway operation are still being sought, and employees are urged to contribute their ideas toward betterment of service. The ideas received thus far have proved very helpful, and management is anxious to hear more along the same line.

The July issue of Trolley Topics mentioned some of the suggestions which had been received. There have been a number of additional letters since that date.

Potrero Motorman Joseph Navarra wrote concerning an improvement on the front gate which would reduce accidents. P. L. Richardson of the McAllister Shops forwarded a plan to increase the efficiency of street car brakes. An aid to maintaining schedules by avoiding boarding delays was suggested by Motorman Robert Fish of Geary Division. Motorman Lorin Silleman of Geneva Division contributed a simplified plan of designating lines by alphabet and numbers, as well as a re-routing suggestion. Geary Conductor M. Myers has an idea for improvement of fareboxes.

Suggestions such as these are all of value and are being given careful consideration. All employees are invited to continue to forward ideas concerning any phase of the Railway's activities. Address them to Paul J. Fanning, Director of the Bureau of Personnel and Safety, at Geneva Carhouse, 2301 San Jose Avenue.



DONT NEGLECT TO COLLECT

Let's Get Acquainted...

Introducing Central Control

Central Control is the nerve center of the Railway. Through the newly constructed offices on the Presidio Avenue side of the Geary car barn flow the messages which keep the far-spread branches of the Railway functioning as a coordinated whole.

Formerly the communicating system through which information was channelled consisted of telephone headquarters at the Ferry Terminal and telephone stations through which Inspectors reported at intervals and received instructions. Since the first of the year, two new installations have greatly facilitated the communication process.

Most colorful of these is the radio system. The radio-equipped inspectors' cars are already familiar to most railway personnel. There is one roving radio car in the downtown area at all times, and other radio cars patrol assigned districts and street car routes. One of these vehicles may be seen almost immediately at the scene of any disturbance—such as a fire, accident, etc.—which will interfere with service. The inspector informs Central Control of the details of the interruption and can summon immediate assistance. Aside from the inspectors' and Railway officials' automobiles, there are five tower trucks and three wreckers equipped with radios.

The mobile units identify themselves with the call letters "KCRL" followed by the number of the vehicle they are operating. The fixed station at Central Control is designated "KCRJ". Central Control operators are examined and licensed by the Federal Communications Commission and must know International distress signals, rights on air, etc. A code number system similar to that of the police department is used to cover the most common reports and orders.

The second installation which has aided in checking service delays is the car recorder system, which records each passage of a street car past a selected point on its route. As the trolley wheel passes this point, an electrical contact is made which is registered on a chart at Central Control. This strip chart is marked with the hours and minutes and is driven by a telechron clock. A glance at the chart shows if the proper headway is being maintained. If there is any unexplained delay, a radio message quickly dispatches an inspector to check into the cause.

These mechanical installations, helpful as they are, would be of little value were it not for the crew of Inspectors who handle the information

(1) Chief Inspector H. G. Wilson is seated at the desk in his office which is separated from the control room by a sound-proof partition. (2) George Goyner at the microphone has just relieved R. A. Lion, who stands behind desk. On other side of window are I. H. Reedy and Luther Howard. (3) George Magee and E. J. Roberts answer inquiries from public and keep eye on headway recorders. (4) Tom Shannon and William McGowan are shown with one of radio cars.

thus provided. Aside from the personnel at Central Control, there are 64 Field Inspectors covering every section of the city. Their duties are numerous and varied.

One of their primary functions is to maintain service as close to schedule as possible. They make every effort to space cars and coaches evenly, and to prevent "bunching." When scheduled service is disrupted, they are responsible for switching equipment to provide the best service possible under the existing conditions.

The Inspector is trained to make such minor repairs as necessary to keep street cars in service. If equipment must be taken out of service because of mechanical defect, he notifies the Dispatcher, giving proper information so that replacement may be made as soon as possible.

If an accident involving our equipment occurs, the Inspector makes a preliminary investigation, secures as many witnesses as possible, and reports all information obtainable.

All Field Inspectors are Special Police Officers and have been authorized recently to issue traffic citations for violations which interfere with the operation of street cars and buses.

In addition to specific duties such as these, the Inspector must be alert at all times to observe possible safety hazards. He reports all bad-order track, overhead wires, etc., to Central Control. It is his duty to report any violation by personnel of the rules which have been established for safe operation.

Other special duties involve the handling of parades, baseball games, etc. where regular schedules are disrupted. The services of an Inspector are frequently requested when groups of children are to be loaded or unloaded at dangerous intersections.

The Field Inspector must also be prepared to answer questions as to routes, schedules, transfer points, etc. In addition he is frequently called upon to supply information of all kinds, and is expected by the general public to be something of a walking encyclopedia.

Heading this efficient organization is capable Chief Inspector H. G. Wilson, who is very proud of the fine group of men under his supervision and of the excellent record they are maintaining. Wilson himself is one of the first to appear wherever trouble occurs. He has acquired considerable dexterity in moving about the city, which is a handy accomplishment for one who has to cover so many widely removed locations during any normal day. Wilson started as a Motorman with the Market Street Railway in 1921 and was promoted to Inspector in 1926. He became Chief Inspector in 1943 and has held this position since that date.

Drum Corps Wants Equipment Returned

Will former members of the Municipal Railway Drum and Bugle Corps who have in their possession any equipment belonging to the Corps please return same. They need it badly and have been unable to get in touch with some past members who have failed to return their instruments.

The Corps has several prospective engagements including Hollister, Napa, San Rafael and the Native Sons Convention at Long Beach in September. More new members are wanted. Anyone desiring to join the Corps may report to leader L. T. Smith any Thursday evening at 8:00 p.m. at Potrero Barn.

Some of the Inspector's duties are indicated here. (1) Fred Fox on motorcycle gives instructions to Bob Gustafson driving the trolley coach. (2) Maurice Ittig issues traffic citation. (3) Fire on Geary Boulevard brings many fire trucks to scene. Harry Cohen, H. G. Wilson and W. R. Mason are alert for possible service interruptions. (4) Leo Logasa checks schedules with Driver A. D. Williamson. (5) Harold Shurgin, chief night inspector, is in charge from 6:00 p.m. to 2:00 a.m. (6) William Maupin phones in report to Central Control. (7) Radio tower atop Twin Peaks is inspected by Architect Charles Maury, who designed building, and Electrical Engineer Fred ReQua, who supervised installation of radio system.

Track Department

Vacation time is in full swing with *Frank Sheehan* batting those golf balls around, *John Ryan* just lolling, *Pat O'Shea* off to Russian River, *Vic Nomellini* flying to Italy, *Frank Cassidy, Dan Browne, Tom Foley, Dan O'Connor, Ralph Briggs, John McGee, Pete Marcolini, John Hauber* and many others heading for various points of the compass . . . Visitors to the office were *W. D. Chamberlin, C. W. Butterwood* and *Alfred James,* who were looking in the proverbial pink and enjoying their leisure. All want to be remembered to their many friends in the Railway . . . Over a nasty sick spell, *Bill O'Malley* is back on the job full of wit and peppy as ever . . . *Jim Armstrong* is back from his vacation at Richardson Springs. Jim claims the water there is fine . . . When around Turk and Webster, have *Petrocchi* show you the vegetables growing through cement. Some gardener!

Division and Bryant

The Office Staff has undergone some changes in personnel in the last month. *Bert Clarke* has been assigned to vacation reliefs at Geneva and 24th Street Payroll Departments; *Victor Schulz* was transferred to Elkton Storeroom; *George Tilton* went to 24th Street Garage; and *Wilma Farrance* resigned because of home responsibilities. We miss you all and wish you good luck in your various new locations . . . We were duly compensated for losing the above transferrees by getting *Robert (Every Young Girl's Ideal) Cox* and *Emmett Devine,* formerly of the Recorder's office. Both are welcome additions here . . . Our good news this month concerns the recent announcement of the engagement of *Mary Hyland* of the Purchasing Department to our General Storekeeper, *Joseph Frantz.* Everyone at B&D wishes them all the good luck and happiness possible.

The Municipal Railway Summer Bowling League ended up with these teams in the top positions. (1) Proud winners of the cup were the Geneva Bolts including (standing) George Nolan, George Anthony, Arthur Zimmer, (kneeling) Mario Napoletano and Herman (Swede) Frederiksen. (2) The platform team, who came in second, consisted of Jay Brower, Irving Myerson, R. Hacker, George McGuirk and the invisible man, John Murdock. (3) Third-place Timekeepers were (standing) Homer Hopkins, Ted Green, (kneeling) Jim Pagee, Lloyd Imeldi and Ernie Cordini. (4) Auditing team of Jim Dickinson, Tony Radetich, Ray Farrell, Herman Warnke and Paul Frasher came in fourth.

Sutro Division

Conductor *Andrew Frank Foppiano* was celebrating an anniversary and very proud of it too. It was his 29th year of service with the Railway. Good going, Frank . . . Conductor *Herbert Lyons* loves to root for the visiting team when at Seals Stadium, at least that's the way he plays 'em. This must be acquired from his long experience in the Navy . . . Inspector *Mike Crann* is getting acquainted at Sutro Car House and seems to like his new assignment . . . General Repairman *Homer Stewart* spent his vacation in the country picking berries and now he is still talking berries. Especially razz berries! . . . Special Instructor *Eddie Strong* made many trips to Vallejo during his vacation, but we never did find out what the attraction was . . . Acting Inspector *Patrick J. Murphy* forgot to send us even a postal card. Two whole months in Ireland and not one line from Pat. Must be having too much fun . . . Motorman *Kenneth Thomsen* will pinch-hit for the Day Dispatcher during his vacation, and we know he will do a good job . . . Conductor *Roy Humes* has returned from his vacation and will continue his office duties as in the past; the boys were all glad to see him back again.

Potrero Division

Conductor *L. E. Hughes* passed out the cigars bright and early one morning recently. He is the proud father of a baby boy. Mother and son are doing nicely . . . Anyone desiring information regarding bantam or chicken shows may contact Assistant Dispatcher *Frank McBean.* Frank sure knows his bantams and shall we say his chickens, also . . . Inspector *George Elston* says that milk is a most essential food for the body. George has been on a milk diet for some time now and says that Bordens really has the flavor for him . . . BOWLERS WANTED!! Anyone desirous of bowling, please turn your name in to the dispatcher's office as soon as possible . . . Conductor *A. Rigaumont* is still enjoying his trip in the old country . . . Our deepest sympathy goes to friends and relatives of Dispatcher *Henry T. Hauser* (formerly of this Division) who passed away recently . . . Also to friends and relatives of Motorman *Walter Worth* of this division goes our sincere sympathy in their bereavement. Both of these men were highly esteemed by all.

Geneva Division

July 25th was a very special date for Conductor *George Hill* and his blushing bride, who eloped to Reno. Lots of luck and happiness from all the gang at Geneva . . . Motorman *George "Gabby" Hays,* who has been confined to the Veterans' Hospital at Livermore for some time, is progressing wonderfully well and would like to hear from anyone who can find the time to drop him a line . . . *Fernando Joyal* spends most of his leisure time swimming to and from the Seal Rocks upon which, he claims, is a very special cow seal who craves affection . . . Relief Dispatcher *Les O'Connor* is pinch-hitting for Night Receiver *George Hanna* while he vacations in San Mateo County; this change will give Les a grand opportunity to herd his few sheep grazing on the hills at Daly City . . . Starter *George Metro* is spending his vacation on Vancouver Island, where the fish are plentiful and the scenery beautiful . . . We hear that Conductors *R. E. Kelly* and *W. Jester* are starting to use perfume and have a hard time getting in the house when they go home at night . . . The Bowling Teams being formed at this Division are progressing favorably; anyone interested in improving his physique and health, may we suggest joining the team.

Our hard-working Geneva reporter had just left on his vacation when this special dispatch was received by Trolley Topics: "The people along Highway 99w are feeling very foolish after leaving their homes and running for the hills because of earthquake and flying disk rumors. They found it was only James Lewis in his cement mixer, put-putting his way to Canada."

Office Chitchat

Vacations: *Homer "Ten Pin" Hopkins* took a flying trip to Mexico City and postcards that the tamales are really HOT down there. *Eileen Albrecht* is at Longbarn in Sonora Pass. *Herb Bloom* went to Lake Louise. *Elsa Burkhard* spent her two weeks in Yosemite Valley, as did *Kenny Long.* Incidentally Kenny indulged in some fancy mountain climbing while there. *Ruth Urbais* was at Lake Tahoe. *Ernie "A. P." Cordini* battled the one-armed bandits in Reno and was thrown for the usual loss. *Mabel Walcott* sunned herself at Catalina. *Mel Kraut* spent a couple of lazy weeks in San Mateo. *Merlin Henry* and *Remo DeLuca* absorbed some of that Russian River sunshine. *Ben Kaplan* took a trip to

The busy intersection where Ellis, Stockton and Fourth Streets meet Market Street is undergoing more than its usual share of turmoil these days. Contractors have been tearing it up preparatory to extension of the "F" line across Market to its future terminal at the S.P. Depot. In upper picture a bulldozer lifts a section of the crossing of the old Ellis Street line. Lower picture shows new rails which are being laid across Market.

Yellowstone. *Jim Byrnes* was away—destination unknown. Of the Geneva gang, *Clyde Onstot* went to Tacoma; *Joe Beaumont* was in Los Angeles; and *Eulalie McVicar* spent a week at Emandel . . . July 3rd marked the birthday celebration for *Ray Hayton* who, surrounded by his "Geneva Harem", beamed over his patriotic birthday cake. *Elizabeth Colclough, Emma Bellezer* and *Marie Erlwin,* who also have July birthdays, were honored with a dinner at the 365 Club, with *Laura Byers* and *Esther Brosamle* as hostesses. Other birthdays included *Dan Brogan's* celebrated at Newton's and *Kay Maloney's* celebrated at Lombard's . . . *Michael DePineda's* beautiful daughter, Armida, was married in a lovely church ceremony recently . . . *Kay Fraze* is recuperating and due back to work soon . . . Our deep sympathy goes to *Jim Jose* on the loss of his beloved mother.

July Sets Record for Accident Reduction

Accidents have been declining steadily during the past four months, and records are being shattered as fast as they are set up. April started off the parade by having the lowest accident score since consolidation. Since then May lowered April's score by 2%, June cut down 4% over May, and July bettered them all by lowering the total another 6% over June.

The July figure represents a 17% decrease over the same month last year. Comparison of the first seven months of 1947 with the same period in 1946 shows an over-all 11.9% decrease.

McAllister led the divisions during July with a 30% reduction in accidents over June. Figures below show comparative scores of all divisions:

McAllister	30%	decrease
Washington-Mason	19%	"
Potrero	16%	"
24th Street	5%	"
Fillmore	3%	"
Sutro	3%	increase
Geneva	16%	"
Geary	31%	"

24th Street Division

There will be a hotly contested softball game in the very near future between the Bus Operators and the Garagemen during which we expect to really see the fur fly. At present the 24th Street Operators are practising diligently under the supervision of player-manager *Gene McIsaac,* preparatory to answering a challenge issued by the Garagemen. Trying for positions on the starting line-up are: *G. Oliver* with his pleasant smile; *I. Myerson* without the bowling ball; *J. Pinkey* with his kids; *C. Johnson* with a cold beer in his pocket; *E. Coleman* without his molars; *E. Newlon*—can he catch flies; *J. Steele*—could steal third without being seen; *J. Brower* arguing with the umpire; *E. Sorenson* with two bats; *H. Charlton* with the catcher's mask; *J. Regan*—the Home Run King; *H. Memfee*—"Well, you see it's this way, I didn't see the ball"; *J. H. Parrotte* with all his admirers; *J. Murray* limping home; *L. Nolan* pushing the baby buggy while rounding second; *B. Johnson* warming up; *H. Edson* sliding into first; *B. Blessing* trying to get a hit; *J. DeCampos* with a glove that fits; and last but not least *"Tiny" Boschetti*—he sure packs the weight.

Geary Division

Motorman *Frank Gemignani* returned from his vacation in Yosemite Valley. He reports he had a swell time and is feeling fine . . . Inspector *Fred Pfiefer* is back on the job after a swell vacation. Looks good as usual . . . Superintendent *Tom Cox* is still on his vacation at this writing. Both he and General Superintendent *Duke Ormsby* are back in this country after trips to Ireland, and we expect them back on the job one of these days . . . Motorman *Robert Fish* has been on the sick list since July 16th. We all miss him and wish he would hurry up and get well and come back . . . Motorman *Arthur Morford* reports that he is now a grandfather; the little boy, Michael Thomas Morford, was born on July 9th . . . The "M" line boys really like their runs! Huh?

Shop Notes

Elkton Shop welcomes the following new employees: Machinists *John Raos, Arthur Hughes, Frederick Schwabe, John Reilly, Robert Chambers, Clifford Nolan, Lauryn Taylor;* Carpenter *Norman Ernst;* and Machine Tool Operators *Victor Ranieri* and *Charles Moorman* . . . Don't be surprised if you should be strutting your stuff at some vacation resort and boasting to innkeepers of the importance of your position with the Railway to receive a relayed telephone message via said innkeepers that the carhouse messenger is sick and to return to your job at once. For further particulars, see *John Nolan* . . . We salute Elkton's champion swallower, *Bill Yount,* who will tackle anything from bolts to nuts, or what have you. The one exception excludes peach stones, which Bill says are too easy for a man with his experience . . . Power House Operator *David Leakmen* of 8th Avenue substation is very proud of his daughter, Lempi, who is an accomplished violinist and a recent college graduate. Lempi flew to Washington, D. C. this summer where she was married to a university professor . . . Those beautiful flower covered terraces at Sutro carhouse are the result of Shop Foreman *Harry Barron's* care.

Chief Instructor Roy Hoyton interviews some of his new students who have qualified for permonent Civil Service jobs. Left to right they are Don Poppos, Buster Jones, Jomes Gon, William Homon, Russell Johnson ond Aurelio Gioseffi. The Civil Service Commission is holding weekly exominotions for plotform oppliconts ond osks thot Roilwoy employees tell their friends of the opportunities for permonent positions including liberol retirement, sick leove, poid vocotions ond full poy while leorning.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
2 SEPTEMBER, 1947 No. 9

"SUNDAY PUNCH"

San Francisco is a slugger. Many times it has pulled itself up off the floor to slug its way to triumph over such grim foes as fire, earthquake and the lawlessness of frontier days.

Today, this city, as much as ever before, needs a good Sunday Punch if it is to rout the present foe—a creeping, insidious disease that threatens to shackle our future growth by fostering dissension and by choking off the development of vehicle transportation, mass transit, water supply and an adequate recreation program for youth.

This disease is variously called "Apathy," or "Let George Do It," or "Status Quo," or "Don't Bother Me, Bub, I Got My Own Troubles." Whatever the name, it is nothing that a good blow to the chops won't send reeling.

San Francisco now has the Sunday Punch to do the job. It is cocked and ready. The voters themselves will determine at the November election whether they will throw it.

Of course this punch is the PROGRESS BOND ISSUE which will appear on the November ballot. It is money. Money to buy streetcars, buses, trolley coaches, streets, water pipes and playgrounds. It will mean comfort and convenience for all citizens and HEALTH AND HAPPINESS for many youngsters who now while away their childhood in cramped streets and alleys. Yet, while doing all this, the Bonds will not cost taxpayers ANY MORE THAN THEY PAY NOW.

This is possible because some of the bonds will be serviced and redeemed out of revenues of the departments involved, while others will be sold progressively as old bonds are retired.

The PROGRESS BONDS are made up of six separate bond issues and one charter amendment necessary for operation of the program.

Four of the proposals concern traffic, transit and thoroughfare problems. This unified, integrated transportation project is the product of a great many people, experts, city officers and citizens from all walks of San Francisco life. All are agreed it is the best plan for doing a real transportation job. Because of its broad basis and widespread recommendation, the Board of Supervisors placed this project on the ballot along with the other proposals, by a unanimous vote.

Specifically, the four proposals are:

1. Issuance of $20,000,000 in general obligation bonds for use by the Municipal Railway for the acquisition of new vehicles, modernization of existing equipment and reconstruction of tracks, shops, garages and the electrical system. The railway fleet, when finished, would comprise 256 streetcars, 399 trolley coaches and 267 motor buses. It is estimated the modern equipment would save $1,200,000 annually in accident claims and maintenance costs. The bonds would be redeemed and serviced out of revenues.

2. Issuance of general obligation bonds of $2,200,000 to pay off the remaining debt to the Market Street Railway, thereby freeing the railway management from operating restrictions and reducing the interest rate from the present 4% to about 2%.

3. Issuance of $22,850,000 of general obligation bonds for major thoroughfare and street reconstruction projects, including the removal of 106 miles of street railway track and building these streets anew from curb to curb.

4. Issuance of $5,000,000 in general obligation bonds to be used as a revolving fund to acquire property for adequate off-street and "fringe" parking facilities. This would stimulate private interest in this project and the city funds would keep turning over as property was bought and then sold or leased, yet control the sites of such facilities.

The fifth proposal calls for the issuance of $25,000,000 in bonds for use by the Water Department to build additional transmission facilities from the Hetch Hetchy mountain water sources to peninsula reservoirs. The present water consumption of 102,000,000 gallons daily nearly equals present delivery capacity. The new facilities would jump the delivery rate to 192,000,000 gallons per day—enough to last until 1968. These bonds would be paid for out of water revenues. No increase in rates would be necessary.

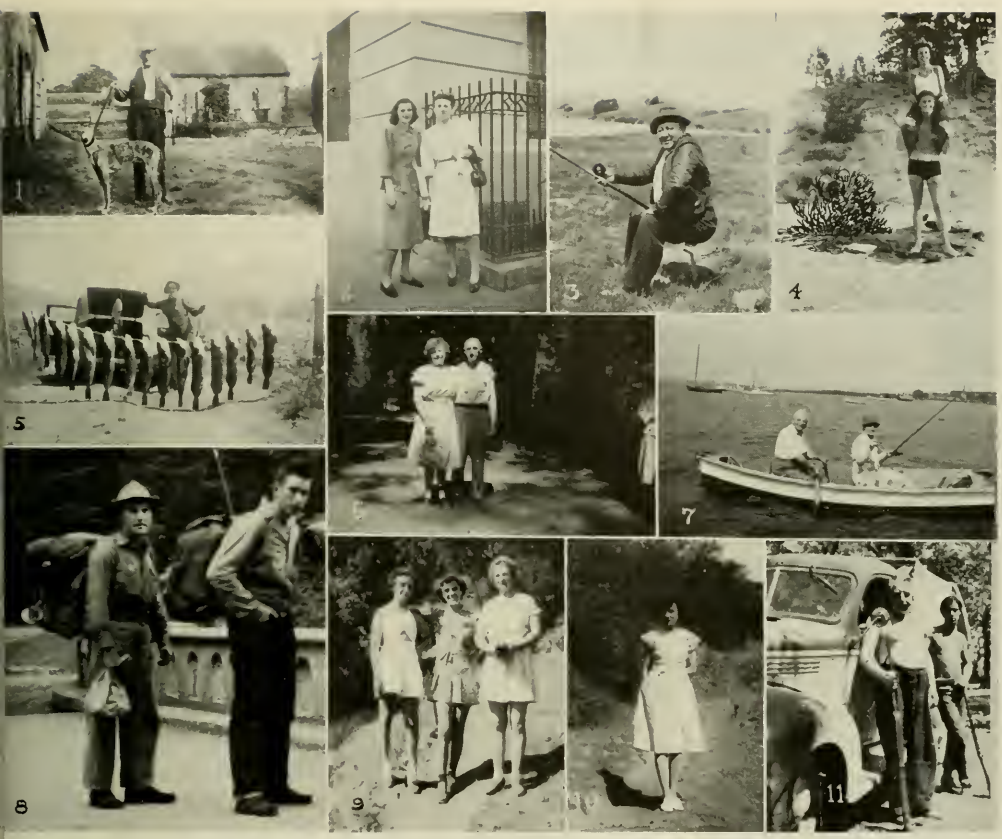
Proposal #6 is a $12,000,000 bond issue for improving and increasing recreation facilities. This proposition is the recommendation of a 150-member committee which studied the problem for months. They came to the conclusion that a family that "Plays Together, Stays Together."

Last is #7 proposition. It is simply an enabling charter amendment that would permit the bonds for the payment of the Market Street Railway to be used for that purpose. It is a technicality, but it must pass nonetheless.

A "newcomer" and an "old timer" at Geary Division are Conductor Robert C. Jones and Motorman William J. Mulvenay. One point they have in common—both have received many admiring comments for their invariably neat appearance and air of efficiency, two characteristics that usually go hand in hand.

Shop Notes

Not to be outdone by other vacationists, our Superintendent of Equipment, *Charles D. Miller*, is away at this writing on a trip to Yellowstone. . . . *Walter T. Bivins*, retired Superintendent of Motive Power, returned during August from a flying hunting trip to Alaska where he bagged a moose and a 950-pound Kodiak bear . . . We were pleased to receive various postcards from *Fred Brostrom*, retired Foreman Machinist, covering points of interest visited during a three months' tour . . . *Guy Galloway* and son *Don*, accompanied by *Orrin Weaver's* son *Dale* and two other friends, returned from a nine day hike over the John Muir trail in the High Sierras . . . According to numerous cards received by shopmates, *Frank Maggi* spent two enjoyable weeks basking in the sun on the sands of Clear Lake surrounded by beautiful bathing girls . . . Four baby girls were recently added to families of Elkton shopmen. Proud fathers are *Louis Canevari*, *Elmer Holt*, *Thomas Whiteman*, and *Norman Evans* . . . That snappy picture of the champion Elkton Bolts bowling team in last month's issue was taken by Carpenter *Frank Beck*, who packs a steady tripod for weddings, anniversaries, or what have you.



Grand times were had by all the happy vacationers pictured here. (1) Tom Cox is shown with "Abbeylara" the fastest grey-hound in the world, at Castlepollard, Ireland. (2) Eileen Albrecht (right) of the Tabulating Division visited a friend in New York City. (3) Motorman Emil Zander of Fillmore Division vacationed at Richardson Bay. (4) At Lake Tahoe, Dan Lucey of the Engineering Department has Phyllis Scola perched on his shoulders. (5) Geary Conductor Jack Taylor displays some of the 100-pound catch taken jointly with A. Benedict at Half Moon Bay. (6) Blacksmith Isaac Hind and his wife celebrated their 18th wedding anniversary during vacation at Trinity Center. (7) Fred Brostrom, retired Foreman Machinist, and his wife went fishing in Washington, D.C., on eastern tour. (8) Guy Galloway, ERSM at Elkton Shops, and son, Don, carried 47-pound pack packs on trip over High Sierras. (9) Laura Byers, Elizabeth Colcough, Esther Brosamle and (10) Marie Erlwin of the Geneva offices had a gay outing at Big Sur. (11) George Rafter of Elkton Shops took his four sons (only one is in the picture) on a hunting trip in Mendocino County.

Office Chitchat

General Manager *William H. Scott* was feted at a birthday luncheon at Bolari's and at a dinner at the Union League Club. He leaves September 6th for a business trip in the East, which will include the American Transit Association's convention in Atlantic City . . . Vacations are still in full swing and the southland seems to claim its share of visitors, *Roy Jackson, Jim Jose, Adele Campion, Elsie Eisenberg* and *Mabel Hall* all being down around L. A. *Bess Ogilvie* is vacationing at Carmel. *Alice Grant* spent a week at Lake Tahoe and acquired quite a tan. *Mary Durkin* (Personnel) visited the Pinnacles. *Emma Bellezer* (Leave) and son Billy spent their vacation at Santa Cruz. *Dick "The Splendid Splinter" Mangan* freckled himself up at the Russian River. *Joe Guidi* also headed for the Russian River. *Ann Burke* travelled north to British Columbia. *Jerry Lynch* was in Sacramento. *Herman Warnecke* chose Santa Cruz. . . . The Geneva Office was recently honored with a visit from *Frank Hunter,* formerly of Payroll and now with the Fire Department . . . *Violet Gallassi* became the bride of Maynard C. Bahre in Salt Lake City last month.

More Pictures Wanted!

Where are those snapshots you took on your vacation?

Our first installment of vacation pictures makes us anxious to see some more. Just put your print in an envelope and address to Trolley Topics, 1345 Turk Street; they may be forwarded through the inter-office mail if that is convenient. If you don't have any pictures of your own, maybe you can spot some among your fellow employees. Pictures must be received not later than October 6th.

Centers of attraction at the farewell party for Otto Reimer of the Accounting Department, who retired last month, were his entrancing twin granddaughters, shown in the foreground. Otto received a beautiful gold watch from his many friends.

Washington-Mason Division

The main question around Washington-Mason since the last issue of Trolley Topics appeared seems to be how come no news in the magazine. The answer to that one is that the writer was on his vacation . . . Most ardent vacationist for the past month was *Nick Papadakis*, who spent his around the city . . . *J. O. Davis* seemed to have the most varied of anyone. He fished, hunted, got sunburned, and had an all around good time. He states that he is very fond of quail. What kind, J. O.? . . . While the special duty men were relaxing, our good friend, *Jess Blair*, filled the bill in all departments. Jess has a way with him that mst men like. He's handy with a bottle. Don't get the wrong idea, boys—we mean thermos bottle. We can always count on Jess for a good swig of coffee. Thanks, pal, for the many handouts . . . The boys are all glad to see our popular Day Dispatcher *Leo P. Dahl*, back on the job after being off for a long period of time. Dahl returned to work on July 1st. He is feeling very well, and we hope he continues to have good health.

On Our Cover

Although the Bay Bridge in the background of our cover picture has diverted much of the traffic which at one time flowed through the Ferry Building, this terminal is still a busy and well-loved landmark. At present the building's dome is being rejuvenated with some new sheet metal work (note scaffolding)

Retirements

Charles J. Barry, formerly a conductor at Potrero and Sutro, retired on July 15th. He had been employed since 1925 and early this year received a disability transfer to the classification of Janitor.

Harry E. Barker, McAllister Conductor, left the Railway on July 10th. He was a Charter employee and started with the Market Street Railway in 1924.

James P. Beirne, Car Cleaner, Geary Shops, retired on September 1st. He had been employed by the Railway since 1926.

James Crosby, Sr. ERSM at Geary Shops, retired on September 1st. He had 33 years of service, starting in 1914.

John Cunningham, Sr. ERSM at Potrero Shops, retired on July 16th. He had been with the Railway since 1918.

James W. Davies, Fillmore Shop Foreman, retired September 1st. His service dates back to 1904.

John J. Dillon, Potrero Conductor, retired July 1st. He had been employed since 1915.

Vincent A. Fertitta, Utah Conductor, was retired for disability on May 10th. He had served the Railway since 1926.

George E. Hancock, Geary Motorman, retired August 1st after 31 years of service starting in 1913.

Herman Kesler, Sr. ERSM in the Register Repair Department, retired on September 1st. He had been employed since 1918.

Carl E. V. Mueller, Geary Motorman, retired August 1st. He joined the Railway in 1917.

McAllister Division

The luffly flowers you see blooming all around the carhouse are due to Shop Foreman *Johnny Nolan* and his assistant, *Jimmy Neubert* . . . Whatever did happen to that sign over the Gilly Room door reading "Entrance to Palace of Fine Arts"? . . . *P. Prior* became the proud papa of a baby girl for the second time on August 9th. Congrats! . . . *Mary Ball* says *Dusty Miller* really initiated her when it came to moving cars to Geneva. She not only got her hands very, very greasy, but she was almost left behind once when she lifted a switch. When she heard Dusty holler, "Mary, Mary! Where did my Conductor go?" she could hardly run for the car, she was laughing so hard . . . Instructor *Clarence Coulson* went to Yellowstone on his vacation, and *Tiny Williams* visited friends in Santa Monica and then took in the Sacramento Fair. Now *Monte Allen* is taking a trip over to Reno, Nevada. Speaking of Monte reminds us of the morning he picked up a paper and asked pleadingly if he could have it. Receiving consent, he started to read it, turning each page carefully. Then he put it in his pocket and left. What he didn't know—then—was that that particular paper just happened to be three days old.

Sutro Division

We welcome Acting Sub-Foreman *Thomas Norton*, who we know will fill *Tom King's* shoes very capably while he is out salmon fishing during his vacation. Tom promised salmon to most of us. Hope he makes a good catch . . . General Repairman *William Hinkle* is on vacation and spends most of his time in Golden Gate Park. Bill is a great tennis fan and can be seen around the tennis courts daily . . . Acting Relief Dispatcher *Herbert Lyon* is about to take the fatal step. We wish lots of good luck and happiness to him and to his new birde . . . Motorman *Herbert G. Franklin* has taken a five weeks trip to his old homestead in Chicago, Illinois . . . Our heartfelt sympathy is extended to Conductor *Charles J. Bluecher* in the loss of his beloved friend and benefactress. We know his loss is a great one . . . Acting Assistant Dispatcher *James Healy* has been sick for some time; we have missed his cheery disposition and wish him a speedy recovery . . . Inspector *George Lindberg* is assisting in the office at Sutro Division, and we all wish to extend him a hearty welcome.

On Display at All Hours

Transit operators are observed by more people than almost any other working group.

Have you ever wondered how many hundred passengers give you the "once over" during a single day? And what their reaction is to your appearance?

The well-groomed operator inspires his customers' confidence. A clean, neatly-pressed uniform and smooth shave will do much to make friends of our employers, the people of San Francisco.

Face stubble, untidy shirts, spotted uniforms and dingy shoes are quickly noted and lower our prestige in the public's eye. Let's remember all those hundreds of people who have to look at us every day and give them as pleasing an impression as we can.

Potrero Division

We again send greetings to those of the Division who are now on sick leave . . . Motorman *E. H.* (Pop) *Edmonds* says let it rain—he just put a new roof on. Pop says the old game is not what it used to be . . . Motorman *Toney Rice* says when you keep your car under control at all times, you are always ahead of the other fellow . . . We are still waiting for wedding bells to ring for Conductorette *B. Zaboukas.* Why keep us in suspense, "B"? . . . We wish to welcome all new employees at this division who are now coming in as Civil Service employees . . . Our Superintendent, *L. G. Marshall,* is at present on a well-earned vacation. We hope that he will have a good time as well as a good rest . . . Motorman *I. T. Smith,* Drum Corps captain, says he believes in railroading even when it comes to drum practice. Our Drum Corps made a fine showing on Labor Day . . . Motorman *H. L. Gow* says when it comes to a smooth running line, the "H" line sure has it.

Ormsby and Cox Return From Exciting Trips

Seeing their boyhood homes in Ireland after an absence of 43 years was the like experience of Duke C. Ormsby, General Superintendent of Transportation, and Tom Cox, Superintendent Geary Division, during their recent vacations.

Ormsby, after getting acquainted with his brand new grandson in Boston, flew to Ireland where he visited many of his relatives and old friends in Valley Castle where he was born. The buildings and grounds of his family home were just as beautiful as he remembered them, and he was delighted to see once more the 98-year-old woman who had been his governess as a small child. In Liverpool he travelled on the transit system for which he had worked as a conductor in 1904. In London he saw all the historic landmarks and famous buildings, and was made an honorary member of the Grenadier Guards.

Equally exciting was the trip made by Cox, who had the great joy of seeing his 92-year-old father again after so many years. Cox travelled in the the United States and Canada before crossing the ocean. In Ireland he took great delight in revisiting the people and places of his recollections, still keen in his mind after almost half a century.

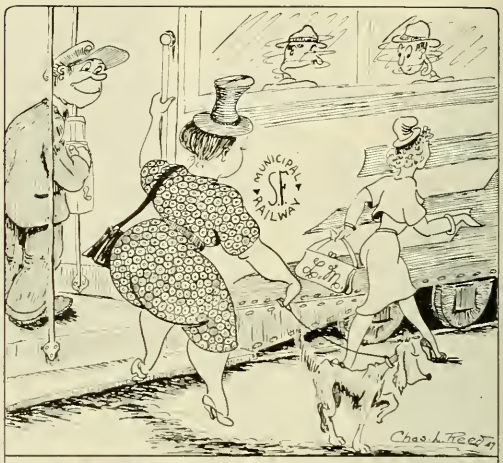
All in all, Ireland was wonderful, but Ormsby and Cox are still faithful to San Francisco and glad to be home again. And we're certainly glad to see them back!

Geneva Division

Collector *Malcolm Kelso* spent his vacation redecorating his mushroom plantation to the tune of McGregor's Bagpipes and Johnnie Dewar, while *"Daddy" Mahoney* accompanied his two beautiful daughters on a Magic Carpet tour of the Eastern states and Canada . . . A certain little bird is singing about *Julia Stone;* those with musical ears can distinguish the theme of a Wedding March . . . Congratulations to Conductor *Tom Gowanlock,* the Division's Line Executive, upon being chosen to represent his fellow men at the forthcoming union convention . . . Motorman *August Stoltz,* retired U. S. Navy, carried all his gold braid back to New York where he convened with many of his old shipmates . . . Dispatcher *Kenny Watters* was seen at Fleishacker pool demonstrating his water repellent permanent wave solution; many of the spectators were forced to don raincoats when Kenny displayed his famous belly dive . . . Anyone desiring to get rich quick see *Oakie Jemison,* who can prove his system is paying dividends . . . Our deepest sympathy goes to Motorman *Leo Bercu* in the loss of his dear mother . . . *This being the last news that will be my good fortune to report, due to being transferred to 24th Street Division, I wish to take this opportunity to thank all the boys and girls employed at good old Geneva for their cooperation and support when the going was really tough, with fond hopes for a bright and prosperous future and that we might be united again, not too long hence. Cheerio! Jim Lewis.*

Representatives of the Navy Recruiting Service were on hand when the newly-painted Navy car went into service. Here Lt. (J.G.) H. V. Cronk thanks General Manager Wm. H. Scott for the Railway's cooperation. Also present were A. B. Doyle and R. B. Posey of the Navy, G. W. Evington and (on platform) C. D. Miller and Gardner Griffith.

MRS OLIVER WENDELL RHENSELLER DE PUE ALIGHTING BACKWARD FROM THE CAR OF CONDUCTOR MAC GOO HAD HER DIGNITY SHATTERED, HER SETTER PUP FLATTERED AND RECEIVED NUMEROUS CONTUSIONS RED, BLACK AND BLUE.



MRS OLIVER WENDELL RHENSELLER DE PUE HAS TAKEN THE ADVICE OF CONDUCTOR MAC GOO SHE FINDS IT MUCH BETTER BOTH FOR DIGNITY AND SETTER TO ALIGHT FACING FORWARD, AND EASIER TOO.

Garage Exhaust

Now that vacation season is just about concluded, work shifts can return to normal and the Foremen will be happy about the whole thing. Bass and fish in general must still contend with *Ernie Kilby*, however. Ernie recommends that no meat be purchased about the 27th, 'cause there will be fish for all. By quick observation it would seem that employees of this department look awful as they return to work, a sure sign they've had an enjoyable vacation . . . Our baseball team has developed steadily under managership of *Frank Scherzer*, and the players hustled to the extent of gaining second place in City Departments' League. Vocal support from the rooting section led by whispering *Walt Feyling* has also encouraged spirited team play . . . Traditional Probation Parties will no doubt round out the Fall Social Season . . . Persons desiring venison the easy way will please communicate with *Albert Kogler* . . . *Al Zaborsky* gives us the inside dope that the Dodgers are m . . . Delivery begins on the first of 30 new Whites just as the new hydraulic lift insallation and resurfacing job nears completion . . . Soon everything will be up in the air at #1 House . . . We close with condolences extended to *Leon Vorbeck* on his recent bereavement.

Bowlers Hold Raffle

"Handsome is as handsome does." But our office bowlers thought that if they looked a little snappier, it wouldn't hurt their game any. So they organized a raffle and now they have ordered some beautiful shirts with which to bedazzle their competitors in the Municipal Bowling League.

Winners of the raffle prizes were as follows: Peter Diduch of Geneva won the Toastmaster; George Fordtran of McAllister, the fountain pen; Catherine Comeaux of Sutro, the case of assorted wines; Ted Walker of Sutro and Leo P. Dahl of Washington-Mason received $5.00 merchandise orders (courtesy of the Fashion Clothing Company); and the case of beer went to Martin Wormuth of Accident Prevention.

Airport Dedication

The dedication of the new San Francisco International Airport will take place at 3:30 p.m., Friday, October 3rd, at the site of an impressive dedicatory monument and flagstaff about one mile south of the present Administration Building on the Bayshore Highway. Edward V. Mills, prominent insurance man and chairman of the Airport Bond Committee, will deliver the dedication address.

Geary Division

The Duke *(Mr Ormsby)* is now back on the job after a well-earned vacation. Looks fine. Welcome back . . . Superintendent *Tom Cox* is also back from the old sod after an enjoyable vacation. We're all glad to see him again . . . *Walter Costa* is once again back on the front end after serving as Acting Inspector for a while . . . Our best wishes go with Motormen *George Hancock* and *Carl Moeller* who retired on August 1st. Hancock had 34 years service and Moeller had been with the Railway for 30 years . . . News is scarce sooooo some poetry?

It is easy enuf to be pleasant
When you have a good man on the back,
But the motorman worth while is one that can smile
When he's late and his brakes are slack.

It's easy enuf to keep smiling
With a motorman smooth and fast,
But the conductor who works thru all the stops and the jerks,
He's the man on the job who will last.

Get ready to dig down into your pocket when your Community Chest volunteer solicitor shows up one fine day in October! By helping to keep the community socially and physically sound, everybody benefits. So, for your own sake . . . as well as for your neighbor in distress . . . give generously!

Fillmore Division

August and September are full quota vacation months for this division, and it would fill this book to write of all the experiences. *Gus Bosnos* caught himself some deer. *Orril Darby* and *Fred Johnson* missed all of their deer. *Jack Watson* caught some big fish—and so we could go down the line until there never would be an end. So we'll quit right now! . . . Superintendent and Mrs. *Al Schirmer* celebrated their 33rd Wedding Anniversary on September 1st. That's a real record for this day and age, and we wish them many more happy anniversaries . . . Congratulations are in order for *John Kinsey,* who acquired a new daughter-in-law on September 5th; also for *Charles Evans* and bride, who were married recently . . . *John Rosser* has been doing a swell job at the 4th and Market crossing and is now leaving for Los Angeles to attend a convention . . . We wonder what Conductors *Jimmy Lucey* and *Jules Cornac* are going to do about turning in without the able assistance of *William Stockfleth* when he leaves on vacation. Lucey won't have any money and Cornac no timecards . . . *Lewis Bell* reported for work at 4:00 a.m. one morning, just 12 hours ahead of his regular scheduled time.

Line Department

Cavorting at the recent Electrical Workers' picnic were *Ed Brown, Jack Morgan, Chuck Edmonston, Angelo Ragona, Bob Gates,* their families and friends. The most surprisingly conspicuous absentee was John—(Barleycorn, that is) . . . We don't think that *Ed Brown's* crew got half enough credit for clearing up that last trolley break in the Twin Peaks tunnel. Twenty-five minutes, mind you. Why, it would take most of us longer than that just to get there . . . To many people, salmon means fishballs, patties or other gustatory endeavor, but ask *Jack Kiely* about the crackling lunge of the fighting fish. Or *Orville McCoy* how a whining reel sounds out on the silent, heaving ocean. Or *Bob Gates, Jack Morgan,* or *Marion Smith* about the warm satisfaction of rolling in at sundown with a good catch aboard. However, use *extreme caution* when discussing the subject with *Ed Dillon* . . . To a certain party who has been extolling the merits of his deer hound, *Harry Jones* had this to say: "If we don't get venison liver and bacon, by golly we'll have beagle liver and bacon."

Bureau of Engineering

The office at 901 Presidio is buzzing with activity these days as the Airport Engineering group is making it their temporary headquarters during alterations to the fifth floor at 425 Mason Street. They will move back to their new quarters in about three months. . . *Charlie Maury* has a wonderful collection of colored pictures of the Hetch Hetchy Water Supply. He also has some fine pictures of the Canadian Rockies taken during his vacation this year . . . *Haz Singh* thought he saw all the money in the city recently when he was working in the basement of one of the downtown banks . . . *Bill Conway* has accepted a permanent job with the Bureau of Light, Heat and Power. Good luck in your new job, Bill . . . *Otto Heyer* started for Mexico City on his vacation but was stopped 200 miles short of his destination. A recent hurricane took out a large section of the road and prevented Otto from getting any further south . . . *Charlie Reed* has also made 901 Presidio his temporary headquarters. Charlie's art and sense of humor are a welcome addition to the office.

New Coaches Arrive

Twelve new White coaches, first installment on an order for 30 Whites, have reached San Francisco, and delivery of the entire order will probably be complete within a few weeks. These 44-passenger buses are equipped with a patented hydro-torque drive which gives them automatic transmission and eliminates gear-shifting problems. They cost about $16,000 each.

Trolley Topics

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Our Wives . . . God Bless Them!

When a man is hurt in an accident, it is possible, even probable, that his wife got up on the wrong side of the bed that morning.

Experienced safety men say a man is from two to five times as likely to be injured if he comes to work from a breakfast table row with his wife and family. Couple this row, perhaps the cause of it, with a week-end "hangover," and you have a man who is in a frame of mind inviting an accident.

When he gets to work, a few words of caution from his foreman may seem like just that much more nagging. His mind is not on his work, and that's when accidents occur.

WIVES, please be silent on such mornings. Raise the devil after work!

Jim Davies, Fillmore Carhouse Foreman who retired after 44 years of service, is at present on a six-month trip to Australia. Before he left, this group of fellow workers gathered to wish him a happy trip, and General Manager Wm. H. Scott presented him with the check which was their farewell gift. More "Bon Voyage" wishes were expressed later at the delightful party which Jim gave on shipboard.

Sympathy

Cornelius J. Collins, Geneva Motorman, died July 3rd. He was a native of Tralee, County Kerry, Ireland. He had been with the Railway since 1907 and was 66 years old.

Henry T. Hauser, Leave Department investigator died July 11th. He started at Geary barn on the first day of operation in 1912. He served as an Inspector for many years, and was classified as a Day Dispatcher in 1944.

Aloysius Mayerle, Sr., ERSM at Washington-Mason, died July 11th. He was 40 years old and had been employed since 1931.

Lorenz Nilausen, Potrero Motorman, died July 20th after a long illness. He joined the Railway in 1943.

Walter W. Worth, Potrero Motorman, died July 10th. He was 35 years old and had been with the Railway since 1946.

Frank B. Hanly, Inspector, died July 9th at the age of 60. He started as a Conductor in 1915 and was appointed Inspector in 1923.

James Cameron, Sr. ERSM at Elkton Shops, died August 8th. He was 63 years old and a native of Glasgow, Scotland. He had been with the Railway for 27 years.

Thomas C. Norton, McAllister Motorman, died August 25th. He had almost 40 years of service with the Railway starting in January, 1908. He was a native of County Roscommon, Ireland.

Railway Personnel Move To Different Locations

A flurry of moves took place early this month. After the dust had settled, the following personnel were tracked down.

Paul J. Fanning, Director Bureau of Personnel and Safety, has moved from Geneva to Potrero where he will have offices adjoining Harry Cooley's.

Carhouse Foreman Frank McQuaid, formerly of Washington-Mason, is now at Fillmore where he replaces recently retired Jim Davies. In McQuaid's place as Acting Foreman at the cable car house is Jimmy O'Donnell, formerly Sub-Foreman at Potrero.

Dispatcher James Lewis of Geneva has been transferred to 24th Street to assist with the ever-increasing load at that division. Ken Watters, former night dispatcher, took over Lewis' daytime job, and J. C. O'Connor now handles the night shift at Geneva.

Our Sister Utilities

Vacation memories still highlight the conversations at 425 Mason Street. *Ruth Fox* of the Bureau of Light, Heat and Power vacationed at her folks' ranch at Yerington, Nevada; air-minded Ruth flew both ways . . . *Wally Balzer* and wife Billie visited friends around L. A. and climaxed their trip by taking in the Sacramento State Fair . . . *Tim Daly* left on his vacation, and believe it or not he didn't go to Hoberg's. He went to Santa Cruz. Wonder what changed his mind—maybe an attraction at Santa Cruz! . . . *Mary* and *Bill Eisenberg* spent their vacation at Tahoe . . . *Marie Tilley* went to a dude ranch . . . At the General Offices, *Julie O'Brien* reports a very exciting tour of the whole country which included such sights as a bullfight in Juarez, Mexico, the Carlsbad Caverns, New Orleans, Washington, D. C., New York City, etc. Julie's companion was *Dolores Smith* of the Mayor's Office, and in New York Mayor O'Dwyer sent his car to take them around . . . *Charles Mersich* returned to City Hall after a pleasant vacation at Carmel . . . *Daisy Schapiro* became a grandma last week. Her daughter had a little girl and Daisy is certainly proud.

The 24th Street operators and maintenance crew are engaged in a hot softball contest, currently tied with one game apiece. At left, the operators are (front row) I. Myerson, B. Antoni, J. Steele, J. Alexander, H. Dover, (back row) E. Sorenson, E. Coleman, J. Brower, H. Menifee and J. Murray. At right the garagemen are (kneeling) George Mangan, Joe Castro, Fred Boehme, Joe McCarthy, Frank Scherzer (standing) Henry James, John Klement, Clarence King, Ed Amiot, John Bacigalupi, Joe Doody and Charles Morrissey.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

IT'S OUR CITY AND IT'S OUR RAILWAY
. . . *Let's Work For Progress!*

Railroading in San Francisco these days is not an easy job. Rattletrap equipment, crooked, bumpy tracks and the public's justifiable dissatisfaction with their inadequate transit system tax a man's patience. It's tough. There's no doubt about that. But, for the most part, everybody on the railway is facing the issue and doing the best that can be done.

Yet it is within the power of the same guy who pilots a junkheap, or collects fares from grumpy customers, or plans a schedule with insufficient equipment or listens to beefs, to grab this problem and twist its tail.

The whole picture can be changed, you know. Money will do it. There isn't a thing wrong with the railway that money won't fix. And you—yes, you people who battle the railway's problems every day—can get that money.

Figure it out for yourself. There are about 4000 Municipal Railway employees. If each Railway employee could convince 10 other registered voters of the wisdom and sound business sense of the Progress Bonds, especially the $20,000,000 Railway Bonds, the issue would have a good start towards the necessary two thirds majority.

Is it so hard to get ten people to see your point of view? It shouldn't be. Every day everyone on the Railway sees at least that many of his friends and acquaintances. Likely you see them in the grocery store, at the druggist's, at the laundry, anyplace and everyplace.

Hellsbells, Men, sell 'em! Those people in those hundreds of places are the bosses of your company. They make the decisions. But they have to have the straight dope in order to make the RIGHT decision.

And who's more qualified to give them the straight dope than you, the guy on the platform and in the offices? Nobody! You know your own job, just as they do theirs. Tell them what you know. And they'll believe you, too! Nothing is more commonsense than to take the word of a man who "works at a job." No matter whether that job is clerking, stealing, banking, doping the horses, or running a streetcar and bus.

Forget about the citizens' campaign for the Progress Bonds. Do your own campaigning! Because there never was a publicity or public relations campaign that even approached in effectiveness the simple business of one guy telling a friend over a beer or coke or cup of coffee just what the "lowdown" really is.

Take your pick in drinks, but SELL the PROGRESS BONDS. Get out a YES vote on Propositions 1 through 7. They all mean a better, healthier San Francisco and an easier, happier job for you.

On Our Cover

When the City Planning Commission opened its transportation exhibit showing graphically just how the proposed modernization program will affect the city's future, a number of Railway men appeared to preview these striking displays. Upper left, C. D. Miller, D. C. Ormsby, Donald Mazzoni and Paul Fanning study map showing main arteries of traffic. Upper right, E. A. Miller, J. E. McDevitt, Ralph Strawn, Bill Ratto and Paul Harmon observe statistics on increase in population and traffic. Center left, G. W. Evington, T. A. Cox, Charles Welch, H. G. Wilson and J. H. Reedy read statements of citizens who want transit improvements (note picture of Motorman W. J. Mulvenay on panel). Center right, Louis B. Lundborg of the Chamber of Commerce, J. H. Turner, Manager of Utilities, and T. J. Kent, Jr., Director of Planning, study details of the basic planning program. Lower left, J. Rosser, R. York, A. J. Schirmer, H. E. Cooley and A. Gunner see evidences that San Francisco has outgrown its circulation system. Lower right, L. G. Marshall, George Lewis, Jack Richlin and Robert Speckman look over some of the new equipment the Progress Bonds will buy. Inset, Acting General Manager D. C. Ormsby and Utilities Manager J. H. Turner see before and after views of thoroughfare to be reconstructed. This exhibit will be on view at various locations, and every citizen who wishes to have a clear understanding of what the Progress Bonds will do for San Francisco is urged to see it. For more details on the bond issue, see story on this page.

Fillmore Division

This division also has taken up BOWLING as its main hobby when not in the Railway Business, and even Superintendent *Al Schirmer* and Dispatcher *Gust Magnuson* can be seen at Mission Sports Center every Monday evening trying to knock those ten pins down. A weight reducing hobby—but do they put the pounds on in eating after? . . . New men are coming so fast in this division that we have a hard time remembering their names all at once, but the "Welcome" sign is out to all new comers, and we are glad to have you all with us . . . *George Sawyer, William Powell, John Papale, Luther Milliken, Willard Thompson, Helma Hughes, Theodore Bradbury, Ruth Lagasa* and *Edna Lafler* are all on the sick list as this goes to print, and here is hoping they all will soon be back with us . . . Our heartfelt sympathy goes to *Max Bushner* in the loss of his father who passed away in Los Angeles early this month.

Motorman Retires With Perfect Safety Record

When Pat Donigan retired on August 7th, he left behind him a record of 29 years service at Geary and Fillmore Divisions without a chargeable accident. Pat doesn't think it's so remarkable—he says anyone can do it—and for the benefit of those who would like to imitate him we repeat his formula:

"Motormen can avoid accidents by exercising care, avoiding speeding and having the car under control at all times."

That's advice from one who knows.

Office Chitchat

Captain *Lloyd Imeldi's* Payroll team captured the Summer Office Bowling League by a scant one-game margin from the Tabulating Boys. The other championship woodmen are *Ernest Cordini, Lieutenant Luttringer, Remo DeLuca, Tony Radetich, Dan Lucey* and *Ted Green*. Incidentally, the fellows received a beautiful orchid-colored trophy, which reposes gracefully on Cordini's desk. All are invited to see it when at 2600 Geary . . . We wish to welcome *Rita Navarret*, new secretary to *Paul Fanning*. Rita and *Stella Dermott* share a newly-remodeled, attractive office over at Potrero . . . *Betty Johnson, Rose Lewis* and *Bill Schulz* were the first three to hold winning combinations on the weekly football score contest at Geary . . . Vacations are about over at this late date, but *Lois Folden* and *Marie Koepke* spent a happy fortnight absorbing some of that good old Carmel sunshine . . . *Bill Bendel* vacationed at Richardson Springs, and according to his "resort folder," it was an interesting spot . . . We're sorry to hear *Elsie Dethlefson* is in the hospital—and glad that *Justine Cooper* is all well again . . . *Harry Cooley* had a pleasant trip to San Diego during his vacation, returning by way of the Mojave Desert and Reno . . . We miss *Mabel Walcott* and *Angela Forsberg*, who are both away on leave.

Employees Win Success In Creative Arts Field

Some talented utilities employees have recently won recognition for their literary and artistic endeavors.

Tulia deMorales of the Leave Department gave an exhibition of her paintings in the City Hall Rotunda last month in connection with the fuschia show there. Painting is only one of Tulia's achievements. She has published several stories and poems as well as research articles written when she was studying toward a Doctor's degree at the University of California. She is also an accomplished linguist and speaks Spanish, French, Italian, Portuguese and some German.

Ruth Urbais of the Accounting Department just received a check from a publishing company for a short story which will appear in a children's magazine. Ruth writes poetry as well as prose, and this sounds like the start of a promising career.

Roy Havner, who last month returned from military leave to the Water Department, has just written and published a book on contract bridge entitled "25 Points Is Game." The book presents a simplified and accurate system of bidding, and the critics who have reviewed it say it is the answer to the bridge novice's prayer as well as being helpful to the expert. Roy has already received requests for a second book on what to do after you've mastered the bidding part.

Potrero Division

Motorman *J. H. Bauer* believes in comfort. If you see him carrying a folding chair, don't be surprised. He's not going to a football game or parade either . . . Our deepest sympathy goes to the bereaved family of Conductor *Martin Smith* of this division, who passed away recently after a brief illness. His pleasant smile is going to be missed by all . . . Our sincere condolences also go to the *Mason* family on the death of their beloved mother . . . Motorman *C. L. Mullins* says getting lots of rest and getting to work on time makes the job much easier. Keep up the good work, C. L. . . . Motorman *A. J. Smith* doesn't mind taking orders, but they must be from the proper authorities and he doesn't mean maybe. "Careful, Al!" . . . From now on Conductor *F. J. Scheifler* says he is going to have to watch his pennies for the big event coming soon . . . Motorman *K. R. Creed* is the proud father of a bouncing baby girl; all are doing nicely.

The new San Francisco International Airport was dedicated early this month in a brief and inspiring ceremony at the site of this beautiful flagstaff and monument. Upper inset shows Edward V. Mills at the microphone delivering the dedication address. In lower inset Commissioner Washington I. Kohnke, Utilities Manager J. H. Turner, Commissioners Daniel F. Del Carlo and Marshall Dill, and Mayor Roger D. Lapham are congratulating Airport Manager B. M. Doolin.

Shop Notes

September brought reports of fish and game taken, and "Ex-Champ" *Joe Barbetti* presents proof of continued prowess in the Isaac Walton field in the near limit of bass pictured in this issue. *Tom Thomas* caught his annual salmon, and *John Perotti* and party of five took two bucks in Mendocino County. *Harry Andresen* also took a buck in Napa County, and *Charles Ashcraft* took limits of bass and catfish at Rio Vista . . . *John Graham* spent his vacation gathering historical data on railways in Canada and way points. *Alex Spinner* rode the winning horse in a rodeo at Victorville but returned without anticipated venison. Other vacation trips: *Frank McQuaid*, Richardson Springs; *Charles MacDonald*, Fresno; *Roland Oestrich*, Los Angeles; *Ludwig Schmidt*, Truckee; *Robert Tompkins*, Portland; *Charles Rushing*, Clear Lake; *Caeser Huck*, *Thomas Norton*, *James Maughan* and *Rudolph Rusz* on Russian River . . . *Jim Davies* writes from Australia that he is having a fine time and wants to thank his many friends for the magnificent farewell gift . . . Sorry to report that *Oscar Larson* and *Pat Ward* are both off on sick leave but hope to see them back soon.

Let's Get Acquainted...

Introducing Fillmore Division

The old Fillmore Hill Line with its combination electric and cable operation was one of the most unusual and interesting in San Francisco's history. The two block cable section was not operated by a power driven cable such as we have at Washington-Mason, but was simply a loop (double-looped at the top of the hill for safety) whereby the upgoing car would counterbalance the descending car.

When the Fillmore Street line was built in 1886, single truck cars ran the entire line from the Marina to 16th and Bryant. Later the line was divided into two parts at Broadway, using double-truck cars south from there and using the single-truck cars on the short line between Broadway and the Marina Boulevard.

Cars operated by electric power from the Marina terminus to Green Street and were then connected to the cable grip by a heavy drawbar, the grip being permanently fastened to the endless cable. While cars at the bottom of the hill were being connected and disconnected, the grip was automatically locked, and it was impossible for the car at the top of the hill to move. When everything was ready, the operator at the foot of the hill signalled the operator at the top with an electric bell. Upon receiving an answering signal, he opened the lock in the slot which permitted the cable to pass through and allowed the cars to move. At the end of this two block stretch, the downhill car passed through the automatic locking slot which again locked the cable and kept the car at the top of the hill safely in position until released. The car at the top of the hill was never disconnected from the grip except to go to the carhouse at night.

After the downhill car had passed through the locking device, it was disconnected and continued by electricity to the Marina Boulevard. Meanwhile the next upbound car took its place and was attached to the grip. At the end of the day, the last car up the hill was retained by a balance car (a street car truck loaded with concrete) which remained at the bottom of the hill overnight ready to take the first car down in the morning.

In April of 1941, service on this interesting section was taken over by buses and the street car line was terminated at Broadway. The southern terminus was extended from 16th and Bryant to 23rd and 3rd Streets, and when 3rd Street was widened a few

These men are a part of the industrious crew who keep the Fillmore Division lines operating. (1) Dispatcher Skip Sowyer, seated at his desk, discusses the day's work with G. N. Magnuson, E. Dutcher and W. Hutchison. (2) A. R. Logoso, E. S. Fernandes and G. Hines are at the Receiver's window. (3) Instructors C. Williams and Gus Bosnos chat with Inspector Jack Salvato (Regular Instructor Jack Watson was on vacation when these pictures were taken). (4) A gilley room group lines up for the camera. (5) Carhouse Foremen Frank McQuoid (second from left) gives instructions to Al Werner, C. Pestoreste, W. Monnix and M. Healy.

A. J. Schirmer

years ago, cars went only as far as 18th Street, the present terminus.

While the Fillmore Street line has the most colorful background, the other two lines running out of Fillmore carhouse also deserve mention. The No. 31 Balboa Street line was originally known as the No. 4 line, and previous to 1904, the line ran from Powell and Eddy out Eddy and Divisadero to Jackson, returning via Turk Street. In 1904 the line was extended from Divisadero and Sacramento out to 6th Avenue and over 6th to the Park. The blocks on Divisadero from Sacramento to Jackson were covered by a shuttle service known as the Divisadero Extension, the shortest line in the city and a highly coveted run. In 1932 the Balboa Street line commenced operating over its present route from the Ferries via Market, Eddy, Divisadero, Turk and Balboa to 30th Avenue, returning via Balboa and Turk.

The No. 25 Mission-Bryant line was originally known as the San Bruno line. In 1906, when the line resumed operation after the fire, the outer terminus was Dwight Street and San Bruno Avenue, and the inner terminus was 26th and Folsom. Some time later the line was brought down town, and the inner terminus became 5th and Market. In 1914 the outer end of the line was extended to Wilde Avenue, and later the line was again extended to Arleta. The inner terminus was changed from 5th and Market to the Ferry in 1945. In December 1946 the line was discontinued beyond Army and Potrero, its present terminus.

Administration of Fillmore's affairs lies in the hands of a capable and jolly crew headed by Superintendent A. J. Schirmer. Schirmer is a railroader whose "know-how" comes from years of experience during which he has been completely immersed in the many phases of operation. He joined the Railway in 1920 as a Conductor at Sutro Division. He later served as a Motorman, Clerk and Inspector, and in 1931 he became Day Dispatcher at Geneva. In 1943 he achieved his present position of Division Superintendent, and for three years handled both Sutro and Fillmore. In February of 1946 he was relieved of the double responsibility, and now gives his full attention to Fillmore.

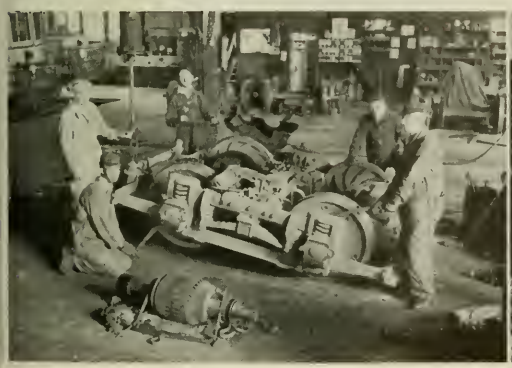
Washington-Mason Division

Washington-Mason Division has been having a lively time since our last issue. We mean the Fishermen's Wharf Fiesta. The riding was heavy, but the boys held their respective runs down well. Our next celebration was Columbus Day . . . Several new faces have appeared around the old diggings of late. Some of the new men we wish to welcome to our cable car family are *E. S. Evans, Alvin Whitaker, James Torres, George Crocker, Raymond Gobeille* and *Charles LoVette* . . . Our old friend *Jimmy O'Donnell* is back with us for a while in the role of shop foreman. He has taken over the task of refereeing the noontime pool tournament of Mac and Ted . . . To those men who have passed their examinations, Congrats! May we have many years of successful operation.

Track Department

With the World Series over, things returned to normal at Turk and Webster. Superintendent *Frank Sheehan,* a rabid Yank rooter, and Foreman *Tim Sullivan,* upholding the Dodgers, had many exciting and tense moments during the week. Tim had a rough weekend with the Galloping Gaels being trounced by California, then the Dodgers by the Yanks . . . After spending weekends in Tuolumne and El Dorado counties, *Jack McGee, Ray Chapman* and *Bill Hook* were observed heading for the nearest meat market. How come? Aim bum? The same for *Joe Noyes!* Vacationers back: *Anita Rohlfs* feels and looks fit for another year's grind after two weeks in the Santa Cruz mountains; *Tim Mahoney* was up Petaluma way; *Frank Cassidy* stayed around town taking in the fights and ball games; *yours truly* herded the kids to the dentist . . . All the gang are pulling for a quick recovery for *Maurice O'Sullivan,* who was hospitalized with a bad case of pneumonia. At last reports he is coming along fine . . . Condolences are extended to the family of *Elmer Neagley,* Track Foreman, who passed away last month.

In the carhouse, we have Subforeman A. Broyles standing at left, with John McCormic, J. Graham, M. Radom and E. Garland around the truck. At right, eating lunch under the arbor in the beautiful dahlia garden alongside the shop are (front) D. Raffo, R. Gutierez and E. Bartolusi and (in rear) L. Jackson, W. Barsel and A. Dresser.



Garage Exhaust

Inquiring reporter learns that folks residing in area adjacent to 24th Street Garage are campaigning for approval of bond issue. Seems like arrival of another 30 large Whites has congested this district more than ever . . . one fella says t'other that Garageman *Harry Adams* will soon take unto himself a wife . . . Auto Mach. *Bill Lucas* is busy as the proverbial flea in a dog fight since the arrival of the new Hydro-torque jobs. Bill is getting to be quite a slicker on them too . . . and Auto Mach. *Art Bakke* clucks over his brood of Twins . . . looks like that with the advent of all the gismos controlling the automatic stuff that titles will be changed from mechanics to technicians . . . that man *Ray Chapman* has taken time out from engineering lube work at Turk and Webster Garage to hunt deer or dig potatoes in Idaho . . . Speaking of T&W, Foreman *John Gaylord's* dahlias won blue ribbons as usual at the annual flower show. His garden is a show place . . . guys around here enjoyed the venison *Jack Bolger* and *Frank Desmond* bagged. At prevailing rate of meat a buck comes in handy now and then . . . so Sub-Foreman *George Mangan* takes off for the hills in search . . . Auto Mach. *Charles Schweiger* returned from an extended tour over these United States and avows that he didn't know the territory was so large . . . new tables don't give *Pierce Welch* much time to philosophize.

Eat, drink and be merry—and tomorrow you'll wish you were dead.

Vacations are almost over but the memories linger on. (1) Earl G. Ryan of the Geary offices watches granddaughter Kathleen Jo take her first steps in Sitka, Alaska. (2) Joe Barbetti is regaining lost laurels at Elkton Shops by showing proof of fishing ability. (3) Wally Balzer of the Bureau of Light Heat & Power investigated the street lighting situation at Catalina. (4) Conductor P. L. Harmon of Geneva is shown on vacation during his Army days. (5) The Grand Canyon forms the background for Carlotta Steele of the Accounting Division. (6) Motorman Lucius Davis Jr. of Fillmore Division took his four sons vacationing on the Russian River. (7) A fish from Lake Almanor is proudly displayed by Eulalie McVicar of Geneva Timekeeping. (8) Conductorette Mabel Day of Geneva is shown with her son-in-law at Big Bear. (9) A busman's holiday was enjoyed by Photographer Marshall Moxom, who dragged his camera up and down the trails of Yosemite. (10) Bill "Bring 'em back alive" Yount is shown with his cocker spaniel and a tame deer at Mt. Lassen.

Geneva Division

Congratulations to Motorman *Chester D. Crawford* on his becoming the father of a baby girl in July . . . Conductor *W. E. Jester* is building a rumpus room in his basement, and we are all looking forward to breaking it in . . . A handsome wallet was presented to Dispatcher *Jim Lewis* on his transfer to 24th Street Division. We all wish Jim the best of luck and hope he makes visits here at Geneva often . . . The boys are making a collection to get an alarm clock for Conductor *Henry "Frenchy" Ruffoni* to carry around; just recently he was on a bus going to Redwood City when he fell asleep and ended up in San Jose where he had to spend the night . . . Receiver *Lionel McCarn* and Conductor *Fernando Joyal* are planning a dear (I mean deer) hunting trip before the season closes. McCarn recently returned from one, and we all hope he brings back more than a story on how close he came—especially those fellows who were promised some of that venison steak . . . A good time is had by all who attend the Friday night bowling sessions at Mission Bowl. If you are interested, the time is 8:00 p.m. and everybody is welcome to attend.

24th Street Division

Congratulations to Operator and Mrs. *P. C. Graff* on the arrival of a bouncing baby boy . . . Relief Dispatcher *Lee Faulk* contemplates resuming his former vocation as Soda Jockey; the gang from Utah wish him much success in his new venture . . . Dispatcher *Bill White,* everybody's favorite at 24th Street, is spending a few days in sick bay; we all hope he can resume his duties in the very near future . . . Operator *J. E. Alexander* is taking a course in voice culture and will soon be ready for any engagements, such as parties and concerts . . . New faces seen around the Division: *Eddie Welch,* formerly of the old 28th Street Division, and *Glen Hord,* formerly of the Geneva Division. We sincerely hope your employment at Utah Division will be pleasant and lengthy . . . Night Dispatcher *C. E. Krueger* says, "Early to bed, early to rise, keeps a man oversleep wise" . . . Operator *N. Frazier* is now filling in as Swing Shift Dispatcher; we hope the change will be beneficial to his health . . . Operator *Roy E. Brewer,* the old reliable of the Third Street line, appears for work every morning looking very spic and span. Could it be the new blonde or the new bulletin just displayed about appearances?

WHICH IMPRESSION DO YOU GIVE ?

How is your personality?

Are you a grouch who barks at passengers, orders them forward in a surly manner, and snarls about accepting transfers or making change? Or do you have a gracious word for your customers and a polite answer for every question?

If you assist someone aboard, do you do it as though it were one more annoyance in an already overburdened day? Or do you take pleasure in helping your passengers, being rewarded by their look of gratitude?

Do you make your riders feel that they are unwelcome intruders? Or do you show by your courtesy that you appreciate their patronage and that you know your job would not exist were it not for their continued purchase of the commodity you sell—transportation?

Which way do your passengers see you? With the horns? Or with the halo?

Our Sister Utilities

Congratulations to *Thelma and Tom Bristow* of the Bureau of Light Heat and Power on the arrival of a baby boy, Jimmie, on September 29th . . . Also to *Mabel* (Head) *Edwards,* whose son "Trigger" arrived on September 12th . . . *Nick Labash* and family vacationed in L. A., visiting the Missus' parents . . . *Jim Manning* didn't get to Vancouver, but what a zitz (mustache) and tan . . . *Jim Brackett* has been touring Arizona—Grand Canyon, Zion, Bryce, etc. . . . Now working as a Power House Operator at the Geneva Sub is *Pat Esposito,* formerly of BLHP; Pat was No. 2 on the list . . . Bureau of Accounts Director *R. P. Scott* has been on a business trip through the east . . . *Bernice Gutman* and *Bill Delaney,* who were Limited Tenures, are now permanent employees; they were both high on the lists for General Clerk Typist—smart people in our department . . . Airport Manager *B. M. Doolin* had just come down from his first helicopter ride when he made his introductory speech at the airport dedication ceremony; he says the "flying eggbeater" is quite a thrill . . . The Utilities welcome *Martin Tomasello, Milton Peyre* and *James Douglas,* who were recently transferred to the Controller's Division of Utility Audits.

Line Department

It was the unanimous desire of the men of the Line Department to use their space this month in the following tribute to a departing employee:

"Angelo had to go, just like the rest of the LT's. His dozen years service with the Muni and the Market Street; his hopes for permanent status; his smooth precision on the job all went into the discard when he lost out on his permanent examination. It was the only time Angelo ever let us down. And the time we most wanted him to come through. Maybe we were all hoping a little too hard . . .

"Anyhow we bought a little gift and tossed a little party. Then we all stood around, trying to act casual, trying to say something appropriate—but what could you say?

"There'll be another examination one of these days and we'll be looking for Angelo then; but missing him now, we can more fully realize what a privilege it has been to know and work with *Angelo Ragona.*"

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

Kenneth Scott, Potrero. "In addition to being extremely neat in appearance, his manner of working his job was courteous and highly efficient. I noted in particular how careful he was in helping passengers 'make' the car, giving aid to elderly and young alike."

G. O. Hill, Geneva. "When a little girl became car sick, he stopped the car and helped her all he could and later opened a window for her. Never did I see a conductor as thoughtful as he was."

Edward Call, Geary. "He never gets impatient with anyone, old, crippled or blind. His solicitude for people leaving the car has probably prevented more than one accident. Also his motorman's attire is always neat."

When Motorman Mork Munson starts out each day, he gives himself a double check on appearance. Everybody likes to ride with a man who looks like he knows his business, and neatness of person is one of the outward indications of ability and self-assurance. It's one of the reasons that McAllister Division is hearing some nice things about Motorman Munson.

Walter Bradbury, McAllister. "He makes smooth stops, enabling passengers to retain their balance; also is alert to traffic and warns passengers of oncoming cars at stops. He is considerate of children and elderly persons."

J. Blair, Washington-Mason. "This man is courteous . . . neat as a pin, his uniform is well pressed, he is clean shaven, his shoes are polished. Not only that, but he helps elderly passengers on and off the car, assists women with children and even goes through his car picking up papers and trash."

Rudolph J. Keller, 24th Street. "This young man's genuine, unfailing courtesy at all times towards our homeward-bound crowd, and more particularly to the older folk, is indeed a pleasure to observe."

H. W. Linden, Inspector, and *William Malone,* 24th Street. "It is a pleasure to write that through the patient efforts of your employees, I have regained my lost wallet. I can't praise highly enough the understanding and courteous manner of the Inspector and the honesty of the bus operator."

Marvin Grimm, Sutro. "He was most kind and considerate and did everything he could to calm my nerves and help to get things straightened out after the accident."

Emmet Lavin, Potrero. "It is comforting to parents whose small children must go downtown to school to know they will always be safe while he is on the job."

Paul Kretow, Ross Craig and *S. D. Johnson,* 24th Street. "These drivers of the Coit Tower bus are gentlemen, know their business and deserve a lot of praise for their cheerfulness and wholly wonderful attitude in general."

Carl Paumore, 24th Street. "He was most courteous and kind in assisting a blind passenger from the bus; many passengers admired his kindly spirit."

Virgil S. Packard, Geary. "Conductor 1187 is courteous, intelligent, attentive to all phases of his work—a capable employee. Such attention to duty deserves recognition."

Judd Jorgensen, Potrero. "I noted his courtesy, particularly to a Chinese woman who was a little bewildered . . . he also called out all streets and transfer points."

Others who received commendations are: *Frank Offen,* McAllister; *Alexander McNeil,* Potrero; *Ellis Seals,* Geary; *Peyton Neuland,* Geneva; *Rubad Aragon,* McAllister; *Cathryn Cimila,* Geary; *Frank Herald,* Potrero; *Ruby Williams,* Sutro, *Anthony Pappa,* Geneva; *Henry Watkins,* Washington-Mason; *Arthur Edwards,* Sutro; *Howard Holbrook,* 24th Street; *A. R. Thompson,* 24th Street, *Lloyd Johnson,* Potrero; *Marvel Wren,* 24th Street; *C. Cunningham,* McAllister; *Reginald Simpkins,* Geary, *John Fields* Sutro, and *Merritt Myers,* Geary

McAllister Division

For those Car Barn wolves who have been looking for *Betty Hammond*—you will find her right across the street working at the Coffee Shop . . . *Mary Sweeney* and *W. Smolenski* will really be lost on the new sign-up. Now that there aren't any more Ellis runs, what are those two going to do? . . . *Johnny Nolan's* granddaughter just started to school. After her first day, Johnny asked her what she had learned that day. She replied, veddy quick, "Oh, I guess I didn't learn very much, Grandpa; I have to go back tomorrow!" . . . When *Mark Munson* was called back after he had started to leave the barn and told the Superintendent wanted to see him, he was scared stiff. Then when he was told that they were just going to take his picture, he almost dropped with relief. And wouldn't you? . . . Thrill of the day: watching Instructor *Ray Clark* climb up on the ladder to put the scores down for the accidents of the previous day. Considering his size, and he isn't small, we sometimes hold our breath until it's all over.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
2 NOVEMBER, 1947 No. 11

"HILL BEETLE" TAKES TO ICE . . .
TOURS COUNTRY WITH RINK STARS

Railway Rehabilitation Wins Approval; Plans Under Way to Cover Primary Needs

San Francisco gave the Railway a thumping "Go" signal in this month's election, and preliminary steps toward implementing the transportation plan are already under way. While contracts cannot be let until the cash is on hand, which should be around the first of the year, preparations have been made so that the program can be pushed forward in a hurry once the money is available.

The Public Utilities Commission has approved expenditure of $6,500,000 out of the $20,000,000 bond issue to finance primary improvements.

This program includes:

1. $3,290,000 for 20 58-passenger motor coaches similar to the articulated bus which has been on demonstration, 60 44-passenger motor coaches and 90 trolley coaches.

2. $1,054,000 for a new bus garage at Powell, Stockton and Beach Streets to house 310 motor and trolley coaches.

3. $582,000 for 21.16 miles of overhead construction for trolley coaches which will replace street cars on the No. 5 McAllister Street and No. 21 Hayes Street lines.

4. $1,103,000 for rebuilding inner tracks on Market Street from Eddy to Valencia and for track repairs on Ocean and Onondaga Avenues from Junipero Serra Boulevard to Mission Street.

5. $500,000 for remodeling Geary carhouse.

Other phases of the rehabilitation program will be included in next year's budget. The public has been warned not to expect overnight miracles. The improvements planned are major projects and will take time to complete; it is estimated that the entire traffic and transportation program will cover a six to ten year period. Bonds will be sold only as the money is to be spent.

Rudy Alholm has taken over the reporting job for Geneva Division. He replaces Jim Lewis, who was tranferred to 24th Street.

Turner Thanks Employees for Personal Campaigns on Progress Bonds

"The personal campaigns put on by individual Railway employees were a potent influence on the success of the bond issue. No outside workers could understand the needs of the Railway more fully nor express them more forcibly. Thank you all for your support.

"Now that the voters have shown their confidence in our program, it is up to us to give them a transportation system of which they may be proud. Improvements will not be instantaneous and there is bound to be some confusion during construction. Let us all cooperate to give the best service possible during this transition period."

J. H. TURNER,
Manager of Utilities

Shop Notes

Two more names have been added to Elkton's list of successful deer hunters. They are *Charles Blakeley*, who took a four-pointer near Oroville, and *Frank McQuaid*, who also got his buck in that vicinity . . . What becomes of former employees is the theme of a welcome letter from *Howard Bates*, who writes that he is feeling hale and hearty and is now employed as a maintenance foreman by a firm in Syracuse, New York . . . Among those seen at the Livestock Exposition was *Frank Smith* looking over the exhibit of Holsteins. Rumor has it that he is thinking of adding to his string of dairy stock . . . We are pleased to welcome to the Railway *Ray Cicarolo*, formerly with the Water Department, who is now employed in the office of Superintendent of Equipment . . . Our best wishes for early recoveries go to *Ralph McNutt*, General Foreman ERSM who met with an accident while on vacation, and *Arthur O'Toole*, Sr ERSM, who is confined in Ward 22 at the San Francisco Hospital

McAllister Division

For *Irene "Pee-Wee" Green's* many old friends we are very happy to announce she had a baby girl October 22nd . . . Orchids should go to *E. Bozant*—he hasn't been on the Short List for ten months, and that's quite a record . . . More orchids should go to *Tom Rice*—he hasn't had an oversleep in fifteen years. He broke that record on Columbus Day, through no fault of his, we know! Speaking of Tom, he was almost stuttering from excitement when he left here last month with his nephew, *Luther Howard*, on a trip to Texas (where's that?) . . . *Mary Ball* had quite a compliment paid her by a columnist in a local paper. She took a blind man off her car, stopped traffic, and put him on the sidewalk. That doesn't surprise us because that is just typically her way . . . *R. Aragon* was asked if he liked hamburger balls. He replied, "I don't think I ever attended one; are they very ritzy? . . . *Tom Evans* brought back a big buck and some nice big ducks from his hunting trip in Utah . . . Witticism: *N. Soule* was nearly drowned the other night. How come? The pillow slipped, the bed spread, and he fell into the spring!

Office Chitchat

Frustrating all the prognostications, Captain *Ray Farrell's* "Grays" are leading the 14 Municipal Employees' Bowling League, being rolled off currently at the Downtown Bowl. The "Grays" are the so-called third team of the Railway, but they are certainly showing their higher-averaged buddies how to rock 'em and sock 'em. After seven weeks of play, they have won 15 games while losing only six. Others on the team are *Earl King*, *George Quinn*, *George Anthony*, *Remo DeLuca*, *Angelo Landi*, and *John "Anchor" Lyons* . . . *Mervin Luhman* of the Schedule Department is quite a hoofer "Merv" recently won a huge trophy in a fox trot contest at Ali Baba Ballroom in Oakland. It's some trophy — bigger than the Davis Cup . . . Everyone appreciates the lovely flowers that *Betty Johnson* (Accounting) brings to brighten up the various offices . . . Although they came dangerously close to being snowed in, *Pete Beasley* and his party certainly enjoyed that hunting trip to Utah And why not? They bagged eight deer! . . . Geary offices seem dull and lifeless with *Dan Bregan* away Everyone misses the lovable Supervisor of Schedules, who's in the hospital for a serious eye operation, and hopes that he'll be back soon

Something new and something old in transportation. The giant rubber-hinged coach pictured above has been operating test runs on a number of Railway lines during the past month. The 58-passenger Super Twin has a flexible "hip joint" which allows it to expand and contract as the bus dips and climbs. Short turning radius is achieved by the fact that front and rear wheels intersteer so that the rear wheels "track" the front ones and the bus, in effect, pivots on the middle wheels. Don Phillips and John Morris of the Twin Coach Company explain interesting features to John Reed, Bill McRobbie and Bill Ratto. At left, Martin O'Grady and Lorin Silleman are the crew of the old-time car, one of several used during pre-election period to awaken voters to the need for more modern equipment.

Geneva Division

There's music in the air! Receiver *Lionel McCarn* is hard at work getting together enough boys to form an orchestra. All those interested are invited to bring their instruments for the practice sessions, dates for which will be posted . . . On his day off Dispatcher *George Taylor* and his charming wife can be seen motoring down the Peninsula . . . Congratulations to Conductor *Malcolm Kelso* who became grand-dad to a fine baby boy recently . . . Motorman *Bill Grassi* recently underwent an operation, and we are all glad to see him back on the job . . . With perspiration running down his manly brow, Dispatcher *Kenny Watters* was observed giving some forms his undivided attention. Upon investigation it was found that the manpower sheet was getting the once-over, and everybody sighed with relief as the task was finished . . . Is Conductor *George Hill* hiding from someone, or is the mustache purely for adornment? . . . Conductor *Al Dubrovich* would like to get rich quick and is open to all suggestions . . . You can always tell what 'pins' Conductor *Bernie Saxon* has his eyes on when he goes bowling by looking at his scores!

Bureau of Engineering

November deadline was completely ignored by our engineering reporter, *Jack Woods*. It seems he was very busy at the hospital on November 7th waiting to greet a new arrival, *Gerald Francis*. This is the third son in the Woods' family.

Geary Division

Did everyone see the pictures of Conductor and Mrs. *Merritt Meyers* in the paper? They celebrated their golden wedding anniversary on October 30th, and many relatives and friends gathered for the festivities. The Meyers have five daughters, nine grandchildren and two great-grandchildren . . . Conductor *Robert J. Brown* took his first 30-day leave since he started to work for the Railway in 1922 and went on a trip covering most of the country . . . We were all saddened by the death of *Roy Maddux*, night shop foreman, on October 29th, and our sympathy goes to the bereaved family . . . *Jack Taylor* is back on the job after a serious operation . . . Our best wishes go with *Henry Goldberg*, who retired after 34 years with the Railway. We're going to miss him! . . . Dispatcher *Sol Solemink* has been sick, and everyone hopes he'll recover soon and get back to his desk.

Let's Get Acquainted...

Introducing the Timekeeping Department

Did your check ever fail to appear on payday? Or have you ever found a mistake in it? Well, the Timekeeping Department admits that these things do happen sometimes, but the percentage of error in the approximately 8000 checks that go to Railway employees every month is very small.

It's a complicated and interesting procedure. If you have ever wondered why payday seems so far away from the working period, here's a brief summary of the various stages that your time records have to go through before they blossom into a paycheck.

You turn your time card in to the division receiver at the end of your run. The next morning all time cards for the previous day are sent to the respective timekeeping offices along with the extra men's details, a list of extra runs and a report of all late reliefs and late pull ins.

Now your timekeeper goes to work. He checks your time against ever changing schedules, figures your overtime and very often makes out your time card for you when it fails to put in an appearance.

How You Can Help the Timekeeper

The Timekeeping Department has to work fast to get the payrolls out on time, and the job is doubly hard when time cards are not made out properly. Here's how you can help them.

1. Please print (or write legibly) your *full* name, last name first.
2. Always turn in a time card.
3. If on report, turn in a report card also.
4. Show your correct classification (motorman, conductor, etc.)
5. Correctly date your time card.
6. Have the correct run number and line on your card.

From here we go to the posting clerks who record, day by day, your hours and minutes of work at the straight and overtime rate. The days on which you are off duty must then be symbolized, denoting whether vacation, sick leave, industrial accident or possibly suspension is the cause of absence.

These people are responsible for payrolls covering about 3700 per diem employees. (1) Head Timekeeper Merlin Henry consults with "right hand" Remo DeLuca at Geary headquarters. (2) Geneva group handles three rolls—shops, custodial and Geneva platform. Staff includes Laura Rice, Ted Green, Joe Beaumont, Eula McVicar and Theresa Anthenian. (3) Track Department and Fillmore platform rolls are responsibility of Ethel Kearns, Joe Kennealy, Mario Russo, Ed Davenport and Mike DePineda. (4) Dan Galvin is timekeeper for Sutro Division. (5) Paul Mineck, Harold Benson and Kenny Long, in addition to assisting with administrative work, handle supplemental rolls, bond deductions, statistical reports, etc. (More pictures on opposite page.)

When the full period is completely represented in figures and symbols, the task of accumulating all your work time and converting it into total earned money gets under way. When this is done, the original time rolls are mechanically copied three times and are then ready for dispatch to the City Hall.

From this stage on, the Civil Service Commission and the Controller take over, each working on his own copy of the time rolls. The Civil Service Commission checks the right to sick leave, vacation, rate of pay, etc., and the Controller makes the various deduc-

tions for retirement, withholding tax, etc., and prints your checks.

If you are a shopman or trackman, the above-described procedure is practically the same, the main difference being that your daily wages are classified by types of work while the platform time is checked against schedules.

On the day before pay day your checks are all in the timekeeper's office ready for delivery in the morning—unless you have failed to file your sick leave application or neglected to pay your bills or alimony, in which case your particular check will be held at the City Hall!

Head of the Timekeeping Department is Merlin L. Henry, who remains affable and unflurried despite the constant pressure of the deadlines his department must meet. Henry has been with the city for over 20 years and most of that time has been with the Railway.

Payrolls for employees who are on a monthly basis are handled by Bess Ogilvie, and her branch will be presented in a later issue.

Our Sister Utilities

The "Big Game Hunter" of the Bureau of Light, Heat & Power, *Harry A. Archer,* shot his usual deer this year, and everyone enjoyed the steaks . . . *Jackie Ward Sauer* of the Water Department has returned from a three-week trip through Guatemala. She flew both ways and took a side trip to Balboa . . . After spending a little time in Stanford University Hospital, *Virginia Tobias* of Hetch Hetchy reports that she is feeling much better . . . *Edgar McAuliffe* is another one on the sick list; he has been in Hahnemann Hospital . . . The death of *Grace N. Seaman* last month came as a shock to everyone; she had made many friends at Mason Street and had retired only a few months back . . . *Alice Jane Pinkham,* formerly of the Railway, is now working at the Water Department.

When Noah sailed the ocean blue,
He had his troubles, same as you.
For days and days he drove the ark
Before he found a place to park.

Fillmore Division

Good old smiling *John Palameta,* Cap No. 7, celebrated his 40th year with the Railway on October 2nd . . . *Dan O'Leary* has just returned from a two month vacation in Canada and eastern cities and reported he had a wonderful time . . . Superintendent and Mrs. *Al Schinmer* enjoyed a two week rest up in Calistoga Hot Springs . . . *Skip Sawyer's* wife is reported on the road to recovery after an operation . . . *Emil Pieroni, Frank Silva* and *Charles Homan* are now all home from the hospital and recovering from operations. We hope to see them all back very soon . . . Our able smiling Instructor *Jack Watson* just returned from a month's vacation in Ashland, Kentucky . . . *Casey,* the only name our janitor and friend is known by, has now been in this division for 37 years without an oversleep and gets here every morning sharp at 4:35 a.m. He even falls in on his own when needed and helps out in anything, even as a Dispatcher. A good old boy is Casey!

(1) Ernie Cordini, Alice Scarry and Dennis Devine (all seated) work regularly on the Geary roll while Mike Merdich (standing) is a relief man and fills in where needed. (2) In their new upstairs office at 24th Street, Tony Radetich, Lloyd Imeldi, Paul Carr, Jim Pagee, Mary McIver and Alice Grant compute bus operators' pay. (3) Washington-Mason timecards go to Isabel Doherty and Jessie Chu, while Leila McCaleb and Adele Campion work on McAllister roll. (4) Potrero roll is handled by Dick Mangan, Elsie Eisenberg, John Whitney and relief man Bert Clarke. Lorraine Graves, who is part of the regular Potrero crew, was on vacation when this picture was taken.

Potrero Division

The wedding bells rang again last month, this time for *Milo Walsh* of our Lost and Found Department. Milo sure has that contented look, and we wish you both many happy days together . . . According to Conductor *Walter B. Gibson,* it is no fun going around with your arm in a sling. Walter recently broke his arm but is getting along nicely . . . Motorman *Jack Sheehy* says he is getting tired of working every day, so he thinks he will take a rest real soon . . . Motorman *E. T. Williams,* the man of few words, believes in a full explanation of all incidents that occur . . . Conductor *E. Brechwald* says that when you keep your mind on the job, there is nothing to it . . . Motorman *C. Kilbreth* is very much interested in the workings and whereabouts of Motorman *C. L. Mullins.* Wonder what the attraction is on the "H" line . . . We have been speculating as to why Conductor *J. Basile* has been going around all smiles for the past few weeks. Well, we just found out that Joe just took that fatal step in matrimony. Congratulations! . . . How come *A. Lekan* beat out *L. A. Smith* catching fish at Pittsburg last month? Was Smith sleepy or didn't he have the right bait? *J. P. Wehren* and *O. Borden* of 24th Street were other members of the fishing party.

Motormon J. W. Johnson ond Conductor H. Avney of Potrero Division use clothes brush ond shoe rog to put finol sporkle on olreody smooth oppeoronce. They feel thot good grooming is o port of the courteous service they owe to their customers. And how the possengers oppreciote itl

24th Street Division

Receiver *John "Doc" Cullen,* having lost the seat of his pants to some nasty dog, was the recipient of a brand new suit presented to him by an insurance company . . . Operator *Jack Regan* has taken to Steam Railroading as a new vocation, and beams when addressed as Engineer . . . Operator *Robert Linehan* always starts the day off right by crooning with the juke box in the adjoining restaurant; he specializes in the loudest cowboy music, much to the disgust of his fellow drivers . . . Operator *R. K. Seelye* is back in circulation once again after a serious operation . . . Receiver *John J. Regan* maintains he's Utah's champion domino player, but his side kick, *Jim Brackett,* disagrees with this claim . . . The Division offices, much to the delight of all concerned, are undergoing a face-lifting job complete with new paint and the latest in indirect lighting . . . We understand Dispatcher *Jimmy Lewis* went to a party the other night and had himself a good time. He is known as the "Glamor Boy of 24th Street" . . . Those operators with the blue shirt and black tie sure look sharp here's hoping all operators have them before long.

Sympathy

Edwin Bentley, Potrero Car Cleaner, died September 7th at the age of 65. He was a native of England and had been with the Railway since 1928.

Harry Chronopulis, Geneva Motorman, died August 30th. He joined the Railway in 1917 and was a native of Kalamatia, Greece.

Benjamin DuBose, Geneva Motorman, died September 10th. He had 32 years of service, starting in 1915.

Bernhard Finkelstein, McAllister Conductor, died September 10th. He was 63 years old and had been with the Railway since 1917.

Joshua S. Hamilton, Geneva Conductor, died October 7th after a long illness. He joined the Railway in 1906.

Roy Maddux, Subforeman ERSM at Geary, died October 29th in Los Angeles while on sick leave. He had been employed since 1934.

Arthur F. Morford, Geary Motorman, died September 13th of a heart ailment. He joined the Railway in 1918.

Elmer E. Neagley, Track Foreman, died suddenly of pneumonia on September 12th. He was 62 years old and had served the Railway since 1931.

Martin J. Smith, Potrero Conductor, died October 2nd after 18 years with the Railway. To his son, Conductor A. J. Smith, go our sincere condolences.

Passengers Must Pay!

The Board of Supervisors have passed an amendment to the Traffic Code which makes it unlawful for passengers to avoid payment of fare. Heretofore when a rider has been caught trying to board without paying, he has been subject only to a demand for his fare with no penalty attached. Now he will be subject to arrest, which should deter some of those who are in the habit of trying to evade payment.

The ordinance reads: "It shall be unlawful for any person to board a street car or motor bus or trolley coach without concurrent payment of fare, or to board a street car through the front exit, or a motor coach or trolley coach through the rear exit, except when a representative of the railway company is present at such exits for the collection of fares or transfers."

Retirements

John P. Coleman, Potrero Conductor, retired October 1st. He had been with the Railway since 1921.

Thomas F. Cronin, Geary Motorman, retired September 1st. He joined the Railway in 1926.

Edward Dempsey, Potrero Car Cleaner, retired October 6th after 27 years in Railway service.

Patrick Donigan, Fillmore Motorman, retired August 7th. He had a remarkable record of 29 years with the Railway without a chargeable accident.

Clark N. Farlow, Utah Conductor, retired August 21st. He had 30 years of service, starting in 1917.

Dave William Graves, McAllister Motorman, retired September 17th. He joined the Railway in 1920.

Louis Lutzius, Jr., Potrero Motorman, retired October 1st. He held the original No. 1 badge for the Municipal Railway, starting on its first day of operation in 1912.

Harry J. Patterson, Geary Conductor, retired September 1st after 32 years of service.

William J. Searl, McAllister Conductor, retired November 1st. He had been with the Railway for 36 years, starting in 1911.

David J. Toomey, Geary Motorman, retired on October 1st. He had been employed since 1917.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

Cornelius J. Lyons, Potrero. "Mr Lyons is respected and admired by faculty and students alike. His cheerful attitude and friendly, helpful service go a long way in aiding us in our all-important job of safely loading students on the street cars."

Ethel V. Rutland, Fillmore. "I could not help but notice the kindness and courtesy of the conductorette to the passengers. If everyone were like this individual, it would be a wonderful world."

Jesse Cumbo, 24th Street. "He is doing more individually to bring credit to your system than any other man I have noticed. He is always quiet and soft-spoken. He comes to a smooth stop on steep hills which, regardless of the age of the bus, is principally skill of the driver."

Claude Boyd, Washington-Mason. "He stayed on the car knowing full well that his chances of not being hit were about one in a hundred. Such courage and loyalty to his job should be rewarded."

Glenn A. Banks, Potrero. "I am almost blind. That dear kind motorman went far beyond the call of duty, and I needed a kindly voice in the dark. When we got to my stop, he left his car and took my arm and led me to the curb."

Leo Logasa, Inspector. "I would like to extend my loyal thanks and appreciation to the company as well as the particular inspector who was so willing to trace the bus and recover my handbag."

G. W. Smith, Geneva. "He was one of the most courteous and nicest men I have seen on the line for a long time. Besides being helpful and courteous, he was impeccably neat."

R. H. Simpkins, Geary. "It was my special pleasure to note today the courtesy and skill of Motorman 2247. He answers all questions cheerfully and politely, advises passengers to watch their step in alighting from the car, calls all the stops, etc. He is about the most courteous and efficient employee I have seen on your lines." (Motorman Simpkins had a total of four commendations during the past month!)

Raymond E. Wootten, Geneva. "I am a little hard of hearing and I asked him to please let me know when I came to my stop. He was kind enough to walk into the car and tell me and helped me off the car with a smile and a kind word."

Joseph P. Sullivan, Geary. "The collector on duty at those hours is so outstanding I feel impelled to mention his unusual good humor, courtesy and clear answers to the groups surrounding him from every incoming Eastbay train."

Lilburn B. Delaney, Sutro. "Those who use the Sutter Street line are finding their mornings a bit brighter because of Conductor 2124. He greets each passenger with a cheery 'Good Morning,' helps the customers on and off the car, etc."

Louis Washington, McAllister. "The young conductor got off his car and led two blind men through the revolving doors of the Hotel Whitcomb."

Others who have been commended are: *Charles Ehrhorn,* 24th Street; *Robert Horton,* Potrero; *Coyle Jefferson,* 24th Street; *John Fitzgerald,* Geary; *Virgil Packard,* Geary; *P. DuHart,* Potrero; *Ida Kime,* Sutro; *John Fields,* Sutro; *James Connor,* Potrero; *Pio Borillo,* McAllister; *Robert Bartel,* McAllister; *Adam Jackson,* Sutro; *Charles Wilson,* Potrero; *Ernest Kienast,* Sutro; *Robert Gagen,* Potrero; *Arthur Lewis, Jr.,* Geneva; *Marion Fullilove,* Geary; and *Lionel Hapner,* McAllister.

Track Department

Vic Nomellini has returned to his duties as Track Foreman on the San Mateo line after a visit with his folks in Italy. He travelled both ways by air and now is one of the country's most enthusiastic boosters of airplanes. Vic says the food and sleeping accommodations are all anyone can expect . . . After a long siege of illness, it is good to see *Maurice O'Sullivan* back on the job. *Dan O'Connor* also has returned after a battle with the flu bug . . . Congratulations to *Jim O'Regan* and *Ray Radovich* on their new appointments as Track Welder; also the many new faces coming off the Trackmen's list. Had a visit from *Paul Rivero,* who is on the mend slowly and wants to be remembered to all.

Trolley Topics

Vol. 2 NOVEMBER, 1947 No. 11

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Sutro Division

Both *Daniel Crowley* and *Patrick J. Murphy* have returned recently from Ireland and have nothing but praise to offer about conditions at the old homestead. They claim food was plentiful and both look fine after their trip by air across this country and the Atlantic . . . Motorman *Charles R. Pollard* is in the St. Francis Hospital; we wish him a speedy recovery . . . Welcome newcomers to this division are Conductors *W. F. Bailey, W. J. Chesebro, J. F. Young,* and *H. W. Bowens,* Motormen *R. S. Bruce, E. J. Wilkins,* and *G. W. Norris.* We trust they will help to make our division one of the best . . . When it comes to salmon fishing, Conductor *Ernest Edwards* knows where and when to catch them. He furnished proof in a nice snapshot which was too late to get in the vacation picture section in the last issue . . . We wish to solicit more commendations like the following received in October: to Conductorette *Ida Kime* for special courtesy to all, also neat appearance; to Conductor *J. W. Fields* for attention to duty and courtesy; and to Motorman *Adam Jackson* for his kindness and consideration of all. Many thanks to the above . . . Conductor *Frank Foppiano* has finally returned to work after a long illness due to an injury, and we're pleased to see him back again.

Other Cities Have Transit Troubles Too, Says Scott on Return from Eastern Trip

There's nothing unique about San Francisco's transportation problems, according to General Manager Wm. H. Scott, who returned recently from a tour of various cities in the United States.

He inspected transit properties and discussed problems of operation with railway representatives throughout the country. Many of them are facing the same difficulties that we are. Equipment has become obsolete and replacement is slow. Maintenance and operating costs are rising steadily. Traffic congestion is a major problem in most large cities; resulting service delays lead into a vicious circle of more people using private automobiles and an ensuing ever greater congestion.

"The entire industry is facing a dilemma of declining revenues combined with rising costs," says Mr. Scott. "After all, the aim of all transit companies whether publicly or privately owned is to make income at least balance expenses.

"A possible cure for the situation lies in increasing passenger volume. By providing faster, safer, more comfortable transportation, we hope to attract enough more business so that other measures will not be necessary."

Mr. Scott studied the subway systems in New York and Chicago. He says the people of Chicago seem very much "subway minded." They are now operating one subway and expect to start another in 1948.

Surface transportation in cities of such size runs into inevitable confusion and delay. "Many bus lines on Manhattan Island operate on a schedule speed of slightly over four miles per hour," says Mr. Scott. "I counted fifteen coaches at one time on Fifth Avenue in a two-block area, not only end to end but running abreast."

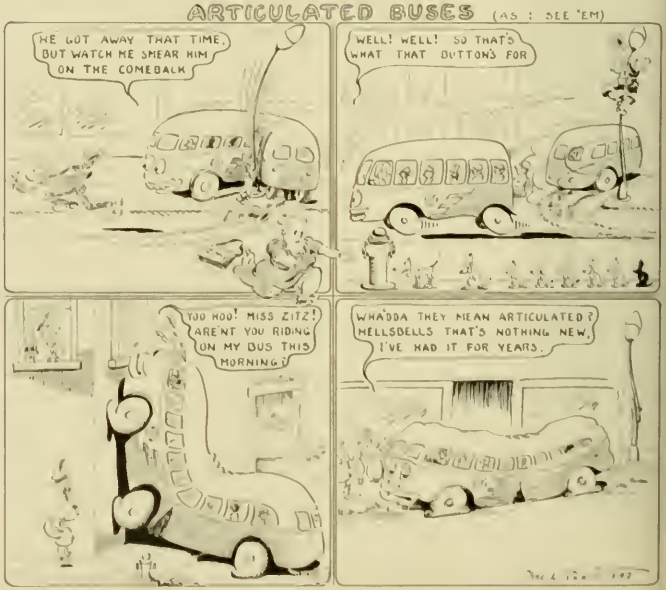
At the American Transit Association convention in Atlantic City, along with some 1800 other representatives of various railways and manufacturers, he heard a series of addresses and panel discussions on major problems confronting the transportation industry. The ever-shrinking margin between income and outgo was a topic of prime concern. To help widen that margin, many sessions were devoted to decreasing costs by economies and improved performance. There was also considerable discussion on increasing income by raising fares. While no official action was taken by the convention, it was generally felt that the fare structure must be adequate to pay for good service and proper maintenance at current levels of expense.

Mr. Scott also visited various coach and street car manufacturers and discussed with them the possible purchase of new equipment, contingent, of course, on the passage of the bond issue. He went through the Marmon-Harrington Company in Indianapolis where twenty-four trolley coaches are now being built for delivery to us in the spring.

On the vacation side of the trip the Scotts took some interesting side excursions including one to Niagara Falls. In New York they saw one of the World Series games and visited some famous restaurants and theatres. A constant attraction which they could not resist were the endless auction sales, particularly in Atlantic City, where they saw many beautiful furnishings at bargain prices. "Fortunately," says Mr. Scott, "we could not manage any additions to the luggage we were already carrying with us, so it was a comparatively inexpensive form of entertainment."

On Our Cover

San Francisco's cable cars have carried some pretty glamorous loads, but never anything like this! The realistic looking car on our cover is actually a "prop" in the latest Ice Follies revue (not yet shown in San Francisco). Evelyn Chandler, in inset, stars in the production.



TROLLEY TOPICS

MUNICIPAL RAILWAY S.F.

2 DECEMBER, 1947 No. 12

The Christmas season is with us again, and while it lays an extra burden on the men who provide transportation for the shopping crowds, I think we all enjoy the spirit of the holidays.

I want to express my appreciation to all those throughout the Railway whose splendid efforts have resulted in betterment of service during 1947. We have a big year ahead. The modernization program will get under way, and we should see many improvements during 1948.

A very Merry Christmas and a Happy New Year to all.

J. H. TURNER,
Manager of Utilities

Washington-Mason Division

In the last issue of Trolley Topics this writer missed his deadline; he promises not to let it happen again . . . *J. Hatter* and *E. Johnson* are back with us again having passed their examinations. Welcome home, boys . . . With the coming of the holidays the men of our division are doing a yeoman's job of handling the crowds. It is no easy task to get through the cars with packages to the right, packages to the left, and packages fore and aft, but we are proud to say that we haven't lost a package yet . . . Two of our gripmen, *O. Carlson* and *C. Westbrook*, are on the sick list, both having injured their hands. Hope you will be back soon, fellows . . . After several weeks' absence due to illness, Conductor *S. Flowers* is again in harness . . . To all our fellow workers in the various divisions, a Merry Christmas and the best of health in the coming New Year.

Bowling News

Captain Herman Warnke's Muni Railway Golds surprised everyone, including themselves, by taking fourth place in the city bowling tournament and winning a $75 prize. The boys shot a 2588 scratch which, plus their 544 handicap, gave them a cool 3132 pins. The team includes Joe Crossen, Jim Duffy, Jim Pagee and John Whitney.

Incidentally, the Golds are two games ahead in the 14 team Municipal League after nine weeks of play. The Muni Grays are also still riding high, in a three way tie for second place with the Assessors and Registrars.

Shop Notes

Through this Yuletide issue, on behalf of the Equipment Department we extend the Season's Greetings to all and wish to express appreciation for the cooperation from all departments enjoyed throughout the year . . . Among items of progress in maintenance work, it is of interest to note that 261 units, or 35% of present scheduled equipment, are now painted in the green and cream colors . . . Of serious concern to electric car addicts are the voiced intentions of Foremen *Jim O'Donnell, Ted Nelson,* and other cable car personnel to start a campaign to "cable-ize" all electric rolling stock. It remains to be seen if this new political group, exalted through successful efforts in the Save the Cable Car issue, may yet muster sufficient strength to carry out an added boast to revolutionize the entire railway industry . . . Scientific note: Reliable information reveals that the recent eclipse of the sun was largely due to flying pheasant and quail feathers dislodged by vacationing hunters *Bill Roddock* and *Bress Corley*.

In view of the excessive chin music everybody hears, what is needed is someone to build a better mouthtrap.

Geneva Division

Handsome Conductor *Everett Maloney's* smile is bigger than ever now that he has exchanged marital vows with a very attractive brunette. Congratulations and many years of happiness . . . Receiver *George Hanna* was laid up a few weeks with a sprained foot, and we are all glad to see him back on the job . . . Conductor *P. C. Briggs* spent his vacation in Arizona and Mexico and says he had a wonderful time . . . Around midnight Night Dispatcher *Leslie O'Connor* can be seen walking home, but not alone. Who is the young lady, Les? . . . Motorman *Eddie Hildreth* looks lost these days. Could it be that you are in love, Ed, or is it because the baseball season is over? . . . For that Pepsodent smile, see Conductor *Bill Ochoa* . . . The arrival of three of his grandchildren from Kyoto, Japan, was welcomed by Conductor *John Cheek,* who is the grand-dad of exactly eight! . . . For our final words of 1947 we wish to say Merry Christmas and may the New Year of 1948 be a happy and prosperous one for all.

The Management desires to extend Christmas greetings and best wishes for the New Year to all employees of the Municipal Railway.

It is gratifying to know that our personnel now consists wholly of bonafide residents of San Francisco who have a genuine interest in their job. Cooperation between management and employees cannot help but produce mutually desired results: (1) to provide a modern transportation system which will be the best in the United States, and (2) in the interim to provide the best service possible with the equipment available.

WILLIAM H. SCOTT,
General Manager, Municipal Railway

Fillmore Division

Question by reader in this division: Why not more interesting news from Fillmore? Answer: Why not get some help from other members and by so doing our division space can become quite interesting, so *you* do your little bit right now. Thanks . . . Motorman *Luther Milliken* is still at home sick, and *Edward Jones* is ill in Oak Knoll Hospital . . . *James McNeil* came to work with a brown shoe on one foot and a black shoe on the other foot. We don't know why—probably he just wanted to show that he had two pairs of shoes, but before he was allowed to go to work he had to borrow the janitor's shoes (regulation black) . . . Here's wishing everybody, not only in this division, but everybody, everywhere, a *very merry Christmas and a happy, healthy, and successful New Year.*

Sutro Division

The trials and tribulations of dispatching finally forced genial *Harry Franklin* on the sick list. "Hurry home, Harry," say pinch-hitters *Kenneth Thomsen* and *Robert Humes* . . . Our ambassador of good will, *Jim Healy,* is back giving the bells after a sojourn in the office . . . *George Lindbergh* is percolating around after an extended sick leave . . . *Oscar Faulkner* is now working in the shop department after a well done job on the platform . . . *Tom Hogue* is off to Tennessee to spend the holidays with the folks . . . The warm winds of Fort Bragg are chasing *Morris Marks'* leg pains away . . . *Hyman Klezmer* lost a decision to a fare box, taking nearly a month to recuperate . . . A one-fall wrestling match found *Harry B. Cohn* the loser; he's still off getting into condition . . . Professor *Ed Dyson* is busier than ever with the general sign-up.

Line Department

"Sack up the cats!" And as the order slipped away into the coils of second-hand trolley wire, *Ed Brown's* crew was swinging into action. Springing up in alarm, the cats caught up the challenge, and in an instant the line department was swept into a fever of cat-sacking. From the bedlam of darting cats, flying missiles, oaths and orders, dirt and debris, it became evident that cat-sacking was to be difficult. It didn't take long. Everyone realized it was over without a word being spoken. A wistful sigh, as if for the good old days, escaped *Ed Brown* as he hung up his sack. *Ed Kenneally* and *Harry Jones* muttered for a while about lack of plan and tactical blunders "higher up." Perhaps the least disturbed was the dashing cat-sacker's helper, *Ed Kimber.* Today, unsacked, the cats hold contemptuous sway, lurking in the darkened bins or leering from the rafters . . . but the sacks still hang in readiness.

These Railway children will be waiting eagerly for Santa's visit: (1) the J. O'Connor tribe of five, 24th Street; (2) Geraldine, daughter of Receiver George Hanna, Geneva; (3) Evelyn and Janice, daughters of Marvin Grimm, Sutro; (4) Patsy Ann, daughter of Receiver Mel Lindelli, Potrero; and her cousin, Ricky; (5) Joyce, daughter of Vincent King, Sutro; (6) Jimmy, Gary and Bobo, grandchildren of James Gardner, Pattern Shop; (7) Susan Carol, granddaughter of Harry Schmaltz, Geary; (8) Linda Rose, daughter of William Fuselier, Elkton Shops; (9) Roger and Linda, children of Nancy Jensen of the Accounting Department and Henry Jensen of 24th Street; (10) Diana Marie, daughter of Jordan Chiesa, Elkton Shops; (11) Thomas Henry, son of Carolyn Clausen, Tabulating Dept.; (12) Norma, daughter of Walker Thomas, Fillmore; (13) Richard, son of Richard Mangan, Geary Timekeeping; (14) Robert, son of S. Gelini, Potrero; (15) Janice, daughter of Frank Scherzer, Garage; (16) Bob, George and Billy, sons of Morris Newman, Geneva; (17) Mary Ann, daughter of Frank Piltz, Geneva; (18) Martha, granddaughter of Inspector A. Benedict, Geary.

Division and Bryant

General Storekeeper *Joseph Frantz* shot a 230 pound, four pointer deer in Elko, Nevada, in October. In November he did even better. On November 18th at Sacred Heart Church he was united in marriage to Miss *Mary Eileen Hyland* of the Purchasing Department. Mary was a very beautiful *dear* in her lovely white brocaded satin gown and finger-tip veil with a pearl-studded crown. There could be no doubt as to which dear or deer Joe boasts about most. All of the B&D employees except those who had to be on the job were present. Best wishes for a happy future for Mary and Joe from the "B&D Gang" . . . *Bob Cox,* more formally known as Robert Marshall Cox, is now a permanent employee of the Railway having passed No. 16 on the General Clerk typist list. Congratulations, Bob, we like your sunny smile and good humor . . . Happy holidays to all of our fellow workers in the Muni System.

Let's Get Acquainted...

Introducing Geneva Division

Located in the outskirts of San Francisco, only a few blocks from the county line, Geneva Division seems isolated from the rest of the Railway, and little is known about activities there. However, some interesting departments are housed at Geneva, and a number of important developments in the city's transportation history have originated there.

J. E. McDevitt

The Railway's longest line, the No. 40 San Mateo line which covers 39.96 miles round trip, operates out of Geneva. When the carhouse was built in 1900, the first section of this line was already in operation. In 1891 the San Francisco & San Mateo Electric Railroad had introduced electric traction to San Francisco with a short line extending from Market and Steuart to 30th and San Jose Avenue. The line was constructed further bit by bit, eventually reaching Holy Cross Cemetery (Baden) in San Mateo County, twelve miles away. In 1896 the Spreckels interests reorganized this company, added 40 large new cars and made other improvements.

When the line became a part of the newly formed United Railroads in 1902, it was soon extended to San Mateo City. In 1907 twelve huge Philadelphia & Western cars were placed on this line. These big luxurious cars capable of a speed of 60 miles an hour made an impression on the people of San Francisco that perhaps no other electric car has ever made. Even to this day old-timers who remember their first trips and others who rode the cars before they were removed from service in 1923 rave about the "Big Subs."

Present inner terminus is at 5th and Market, and the line goes out Mission Street to Daly City and through Colma, Lepsic, Tanforan, San Bruno, Lomita Park, Millbrae, Broadway and Burlingame to San Mateo.

The No. 14 Mission Street line was created to supplement service out to the cemeteries on Sunday and holidays

Geneva personnel thrive on the wholesome atmosphere "way out in the sticks." (1) Chief Dispatcher George Taylor is seated at desk with Bill Mahoney, Malcolm Kelso and S. Catlett around him. On the other side of the counter are John Domas, Paul Harmon, Walter Frey, and L. O. Green. (2) In the shop, Samuel Chamberlain, George Lindsay and Walter Rovegno stand on the wrecker with Daniel Poteett, Alfred Gandolfo, and Carhouse Foreman Herb Strickland in front. (3) Payday finds Rudy Alholm handing out checks to (left to right) E. M. Bartine, A. H. Miller, Marv Kimber, Tom Kapelos, Armand Blasi and T. W. Gowanlock. (4) Gilley room group includes (standing) Joe Colla, A. W. Quinn, George McGrath, John Bourdon, Tom Gowanlock, Lorin Silleman, Paul Harmon, and (seated) E. M. Bartine, Roy Zetterholm and Ray Streeter.

during the summer months. In 1911 huge crowds were carried to the first aviation meet in the West, held at the site of what is now Tanforan. At this aviation meet, incidentally, two history-making feats took place. The first bomb ever to be exploded from an airplane was dropped. Also a plane took off to land for the first time on the deck of a ship, the Pennsylvania. The No. 14 line at present runs from the Ferries out Mission Street to Daly City.

Another historic line is the No. 9 which ran on Valencia Street until 1946. The original cable route built in the 1880's ran from the Ferries via Market and Valencia to 28th Street. After the fire it was reconstructed as an electric line and later developed several extensions so that at one time it had four outer terminals. The line has been rerouted during the last two years and now runs out Mission, branching over Richland to Murray Street.

All the lines cannot be discussed in detail but the routes may be mentioned. The No. 11 goes from the Ferries out Mission and terminates at 24th and Hoffman. The No. 12 operates only on Sundays and holidays from Fifth and Market out Mission, Ocean, and Sloat Boulevard to the Beach. The No. 27 supplements bus service during the peak periods from 2nd and Market via 2nd, Bryant and 26th to Mission Street. The No. 41 is a commuter service during the peak hours from Southern Pacific Depot to Second and Market.

The genial skipper of Geneva Division is Superintendent J. E. McDevitt, who takes great pride in the fine record of safe operation his men have maintained. He started with the Market Street Railway as a Conductor in 1917. Shortly thereafter he joined the Army where he served for two years. In 1919 he returned to the Railway and worked both as Conductor and Motorman until 1924 when he became Division Dispatcher. In 1942 he was appointed Act-

(See page 7, Col. 2)

These old-time Geneva pictures are from the collection of Motorman Lorin Silleman. Top: One of the original cars of the San Francisco and San Mateo Electric Railway Company. Center: Geneva carhouse; after the earthquake of 1906, windows were braced with timbers. Bottom: "Big Sub" No. 6 taken at Holy Cross in 1912; Motorman Duke C. Ormsby is at right.

Training Department at Geneva includes (1) Tommy Miller, Chief Instructor Ray Hayton, and August Musante. Instructors Miller and Musante train all Conductors for the Railway. (2) Instructors Bill Weiland, Francis Carroll, and Jim Harrison check records with Joan Sadowski, Mr. Hayton's secretary. In the shops (3) Alonzo Crawford, Andrew Brown, Therman Dixon and J. D. Walker are busy cleaning cars, and (4) John Canevari, Vito Buono, Martin Dolan, Louis Codemo and Adam Pogetti are grouped in one of the pits.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

E. Raymond and *E. Evans,* Washington-Mason. "If it weren't for the kindness of these two men in courteously and explicitly directing us, I don't think we'd have ever arrived at our destination. With able personnel like these two gentlemen handling them, it's no wonder the people of San Francisco voted to retain the cable cars."

Robert A. Dance, Potrero. "I had dropped one of my parcels (containing meat) on the bus. To my surprise when I returned to the store to purchase more meat, I found that the driver had noticed the name of the store on the wrapper and had returned the package."

Timothy Daly, McAllister. "A woman passenger passed into the car without paying her fare. His attention to duty and the efficiency and courtesy which he handled the situation were noteworthy."

John H. Fitzgerald, Geary. "A bouquet to 'Old Timer' Conductor 2731 of the B line for Courtesy, Cheerfulness, Watchfulness."

Reginald H. Simpkins, Geary. "He calls the name of each street twice, gives the name of each transfer line and continues to give safety instructions as people load and unload."

James A. Reed, Potrero. "His uniform was clean and pressed. His buttons were shined, and his white shirt with contrasting black tie certainly indicated this conductor took pride in his position. I am certain that his manners and method of dealing with passengers would be in direct proportion to his neatness of dress."

Boyd Cunningham, Washington-Mason. "In eighteen years of riding street cars throughout the city, I have never encountered a more courteous and helpful conductor than No. 1854 on your Powell Street Cable line."

Earl Bryant, 24th Street. "He not only drove carefully, but he had a friendly word for those entering the bus. His smile was practically continuous. His manner was so different from the average I could not forbear telling you of my pleasure in encountering such a pleasant attitude."

Donald E. Embleton, 24th Street. "The kids love him and the mothers adore him. He makes no promises. He just dishes out service—straight from the heart and he means it."

L. B. DeLaney, Sutro. "He should be commended on his courteous and pleasant manner and efficient handling of his duties. It is a pleasure to be a passenger on his car."

Thomas Mannion, Geary. "I gave the conductor what I thought was a single dollar bill, but there were two stuck together unknown to me. He showed me my mistake and gave me one back. I am writing to call attention to his honesty."

Others who have been commended are *Aurelio Gioseffi,* Potrero; *Erwin Matthews,* Potrero; *D. F. McKenna, Jr.,* Sutro; *Theodore S. Dyer,* Potrero; *Richard D. Holder,* Geary; *William H. Wilson,* Potrero; *James J. McCarthy,* Fillmore; *Barclay S. Massey,* McAllister; and *William H. Raudon,* Fillmore.

Office Chitchat

Everybody at the Geary offices joined in to give *Tess Taylor* a cheer on her 30th Anniversary with the Railway. The two huge decorated cakes turned out to be as delicious as they were beautiful, and there was ice cream as well. Congratulations, Tess . . . One of the prodiest (and nicest) grandfathers *Herb Tait* of the Claims Department, is beaming with joy over the arrival of Laise Madeline last month . . . Geneva offices welcome three new members. *James Finn,* Personnel Assistant, will be in charge of the Personnel office group now that Director *Paul Fanning* has moved to Potrero. *Ellison Perkins,* formerly of Geary, is another new addition to Personnel. In the Timekeeping office, *Florence Kane* replaces *Theresa Antheman,* who is back at Geary . . . *Lu Murray,* one of our charming telephone operators, received a special commendation for her courteous and efficient handling of a call. Nice work, Lu . . . Two of our newest employees, *Isabella Doherty* and *Alice Scarry,* are flying to Palm Springs for their vacations. Why do they call it Palm Springs? Because the bellhop's palm springs at you every time you turn around! . . . *Ed Larkin,* who drives the money truck, has a brand new daughter named Kathleen . . . Recent winners of the football pool were *Alice Scarry, Claire Perona, Frances Greene, Paul Dasher* and *Dan Brogan.*

Track Department

Johnny Lee is having troubles, what with losing his pal, *Timmy Mahoney,* and breaking of gads. Maybe the blacksmiths are welding them with putty, Johnny . . . Seen parading through the Toy Department of one of our larger stores, *Jim Gallagher* acted more like a kid than his young son . . . *Bill O'Malley* likes to read letters to *Jim Armstrong* . . . Social note: Messrs. *Tim Sullivan, Jim Connolly, Pat Carey* and wife, devotees of the bangtails, were in a huddle Saturday afternoon at Bay Meadows trying to pick winners. Tim says he could use a good one for the holidays. Couldn't we all! . . . We welcome the many new appointees from the trackmen's list; also Chauffeur *Charles Klauber,* a transfer from the Bus Division . . . The department regrets losing Track Foreman *Peter Kerrigan,* and we all wish him good luck in his new venture . . . With the close of the old year we wish everyone a very Merry Christmas and a Happy New Year.

24th Street Division

Operator *George Fouts* has been seen on his day off down at the Bay Meadows airfield; he's the proud owner of an airplane and it keeps him occupied . . . Operator *V. Berta* enjoyed his Thanksgiving dinner of mush and milk and says no turkey was ever so tender . . . *Gene Ruthing* has turned out to be a second Dick Tracy; he helped to apprehend a criminal who was fleeing after robbing a store . . . *W. Wolters* has been in the habit of packing home a sack of greens to his chickens. The other day a sack of old newspapers was substituted and taken home by Wolters. His chickens are now full of news . . . *Sylvan Hopkins* puts everyone in high spirits when he plays the piano. He sure would be the life of the party . . . *J. Rogers* is all steamed up these days, even to falling down the stairs when he received the good news that his wife presented him with a baby. We'll have to get more details on this later.

McAllister Division

"You can fool some of the people some of the time, but you can't fool all of the people all of the time." When a friend of ours from Central Control came back from his so-called vacation to Texas, it really had been a honeymoon. By a slip of the lip he let the secret out himself, but he didn't know that many of his old friends knew. So they all got together, and still keeping it a secret from him, bought him and his bride a very lovely gift. The surprise came when *Charles Lasater* presented it. They were both speechless. We all hope you both will be very, very happy. Congratulations, *Mr. and Mrs. Luther Howard!* . . . Yours truly watched *Tim Daly* running around like the proverbial chicken with his head chopped off. Getting all those motormen and conductors to sign up on the General isn't any cinch . . . To the Old-Timers leaving us for another barn, *S. Carr, T. Hughes, Tim Cadigan, E. Holmes* and *G. Thomas,* we all say, "Good luck."

Bureau of Engineering

Congratulations are in order for *Bob Collins* and *Charlie Maury* for heading the lists in recent examinations. Bob passed No. 1 on Jr. Engineer (Electrical), Sr. Draftsman (Electrical) and Assistant Engineer I (Electrical). Charlie passed No. 1 on the Architect's list and No. 1½ on the list for Assistant City Architect . . . *"Haz" Singh* also passed the examinations for Sr. Draftsman (Electrical) and Assistant Engineer I (Electrical) . . . *Charlie Reed* is going to stay at 901 Presidio Avenue instead of moving back to 425 Mason Street with the boys from the Airport; must be that Charlie likes it out in the fog . . . *Al Volkoff* is like a kid with a new toy with his new De Soto Sedan . . . *Danny Lucey* is currently holding down the No. 5 spot of the Parkside Tennis Club first team . . . No word as yet from *Gene Bush* who left for Greece to build a railroad under the aid to Europe program . . . Your reporter still holding down the two o'clock session as of this writing.

Trolley Topics

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Geneva Story (Cont.)

ing Assistant Superintendent of Transportation and Superintendent of Employment and Accident Prevention. He became Superintendent of Geneva Division in 1943.

The Railway's popular Chief Instructor, Ray Hayton, also has his headquarters at Geneva. During the first eleven months of this year his department has trained 1385 men including 554 motormen, 526 conductors and 305 bus operators. Hayton started with the old United Railroads in 1907 as a Motorman at the Oak and Broderick carhouse. He left San Francisco six years later but returned to the Railway again in 1922. In 1923 he was appointed follow-up Instructor and in 1938 he became Chief Instructor of Conductors. In 1942 he was assigned as Chief Instructor of both Motormen and Conductors.

Other departments at Geneva include the Superintendent of Equipment's offices and Geneva Timekeeping, mentioned in previous issues, and the Personnel and Leave Departments which will be presented at a later date.

Potrero Division

We wish to send holiday greetings at this time to each and everyone at this division, not forgetting those of our members who are on sick leave . . . Conductor *M. Horan* says he doesn't mind answering early morning phone calls, but it sure is tough when you get in the clothes closet and can't find the phone. Be careful, Martin . . . Anyone desiring information regarding fountain pens may phone Line Instructor *Y. Sanator* . . . Conductor *C. Scheifler* is the proud father of a baby girl. Both mother and baby are doing fine . . . Our receiver, *M. Lindelli,* says from now on he can't see working six days a week. He has got to the place where he can take life easy. How do you do it, Mel? . . . Our deepest sympathy goes to friends and relatives of Motorman *Frank Polidori,* who passed away suddenly . . . Our receiver, *Jack Streithorst,* and Assistant Dispatcher *Ray McDonald* are going to take lessons at the barber's college. Ray is thinking about using gas in his operations.

Our Sister Utilities

W. C. Eggert, formerly of Hetch Hetchy, is now the Electrical Engineer of the Bureau of Light, Heat & Power under *B. A. Devine,* Manager and Chief Engineer . . . Another transfer is that of *Harry Archer* who goes from the BLHP to Hetch Hetchy . . . *Alden Anderson* of the Water Department was married on November 12th and is now back from his Carmel honeymoon . . . The new girl on the 3rd floor, *Elma Heitmann,* is a singer and a member of the San Francisco Opera Company . . . *Leo Stapleton,* Hetch Hetchy Bookkeeper, welcomed a baby daughter, Linda, early this month. This makes it two girls and a boy for the Stapleton's . . . *Julia O'Brien* has transferred from the General Offices at City Hall to the Water Department . . . *Gardner Griffith* has been asked to take charge of the Navy recruiting drive for San Francisco; incidentally, he has received a highly-prized citation from the Navy for work already donated in the most successful recruiting campaign the Naval Reserve has ever had here.

Those Cute Kiddies!

From the pictures appearing in this issue it is obvious that there are a lot of handsome youngsters in our Railway families. So many children's pictures were received that they could not all be included at this time, and we hope to run some more of them in future issues.

If you have a snapshot of your children that you'd like to see in Trolley Topics, give them to the reporter in your division or send them to the editor at 1345 Turk Street.

More Railway youngsters who will have fun at Christmas: (1) Robert, son of Charles Miller, Fillmore; (2) Carol, youngest daughter of Receiver Jack Wehren, Geneva; (3) Richard and Donald and (4) Sandra Lee and Carla Mae, children of Instructor R. C. Thompson, Sutro; (5) James J. Fitzpatrick of Geary and his five children; (6) James Monroe, son of John Rigsbee, Potrero; (7) Jerry, son of John Carter, 24th Street; (8) Carol Ann, daughter of Albert Berti, Potrero; (9) Ronald, son of Fred Reigert, Fillmore; (10) John, son of Richard Wright, Sutro; (11) Timothy, son of Russ Reid, Garage; (12) Henry and Gerald, sons of H. H. Guernsey, Geneva; Robert Duke, son of Robert Williams, Potrero; (14) Mike, youngest son of Bernie Saxon, Geneva; (15) Darlene Joyce, daughter of Jake Grabstein, Geary; (16) Jeannie, Donald and Janice, children of Donald Curtaz, Elkton Shops; (17) David Steven, son of Chris Welch, Tabulating Dept.; (18) Johnnie, son of Paul Young, Sutro; (19) Thomas, son of Herman DeSomber, Fillmore

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

ne 3 JANUARY, 1948 Number 1

Track Superintendent Frank J. Sheehan, one of the most loved and respected men in City Service, retired last month. The two pictures show some of the many friends who came in before he left to shake hands and wish him luck.

McAllister Division

The other day *V. Emmons* scooped up a large carton from the street and turned it in as lost property. Come to find out, it was a very important box. So important, in fact, that the Minneapolis Artificial Limb Company sent a $20 check as a reward. It really does pay to be honest, doesn't it . . . By the time this goes to press, the stork will have once again visited the *Marshall Leete* home. Congratulations to both of you, Mom and Pop! . . If you want to see *Mike Metro* blush, ask him why he carries that great big safety pin around with him all the time. Mike, how you have slipped . . Another of our very good friends has been bitten by the love bug and taken that fatal step, marriage. We all hope you both will be very, very happy, and congratulations, Mr and Mrs. *Jimmy Neubert* . . *H. Churchill* has developed quite a knack for fixing radios. We know he did a swell job on Dispatcher *Bill Sharp's* and ours, too . . . Has anyone ever noticed that we have a second Groucho Marx here at this barn? Take another look at *Alfred Adams*. And he can act like him too.

Fillmore Division

Gust Magnuson, better known as "smiling Maggie," has been off sick for a while; he spent a few days in the hospital and is now recuperating at home. Hope to see you back soon, Maggie . . Motorman *Philip Montgomery* got up late one morning and when he got to the carhouse he started to go out on Turk Street to get his car which was sitting in the barn . . . Dispatcher *Bill Hutchison* was off sick for a few days but is now back on the job . . Conductor *J. L. Morris* has been elected Line Executive of Division 1380 succeeding *George Tanzer*, who has done a fine job . . The wife of Conductor *Leonard Campisi* was operated on recently and is getting along fine . . *Emil Peroni's* son has been very ill and needed blood donors and the men of this division responded very well, incidentally, Motorman Peroni transferred to Potrero on the recent sign up . . We were all proud to see the picture of Motorman *H. Barnhard* in the newspaper, he was the 100,000th blood donor at the Irwin Memorial Blood Bank.

Track Department

The Track Department's popular and capable General Superintendent, *Frank Sheehan*, after many years of faithful and excellent service with the Railway, retired on December 31, 1947. On the previous afternoon his fellow employees and friends in the Railway and other City departments gathered at his office to wish him good luck. *James H. Turner*, Manager of Utilities, presented him with a gift on behalf of his friends. *John H. Ryan*, successor to Mr. Sheehan, was in charge of arrangements, and all agreed he made a very genial host . . . Off to Los Angeles on the first vacation of the new year is *Al Dietrich*. Al must like to get it over with being that he always takes the first two weeks of January . . . *John Lee* will be off on sick leave for the next month or two . . . To *Jim Shields* we extend our sympathy on the loss of his mother . . . Our jovial *Jimmy Neubert* looks happier than ever since his marriage in Reno early this month. Congratulations!

Geneva Division

Receiver *George Hanna* was the happy (?) recipient of a telephone call recently which awarded him a prize for answering a question; George wouldn't try for four, though . . . You can always tell what kind of weather we'll have these evenings by noting if Motorman *Bill Strobecker* is wearing his sheepskin coat with the fur-lined collar . . . Conductor *Tony Re* recently won a radio on a punch board . . . Motorman *Arnold Ray* is welcomed back after a long lay-off due to a serious accident . . . Holiday greetings were received from former Dispatcher *Jim Lauro* via his favorite pigeon . . . Motorman *Henry Guernsey* is expecting an addition to his family these days, and by the time this edition is out, same will be delivered . . The mystery of Mission Street is who is the Inspector who recently got married? . . . Night Dispatcher *Leo O'Connor* claims he is hearing bells these days, can it be wedding bells or is that the tinkling of the registers, Les!

On Our Cover

San Francisco won the Pasadena Tournament of Roses Sweepstakes award on New Year's Day with this flower decked version of one of our cable cars. Pretty girls clad in Gay 90's costumes rode the car and hopped off at intervals to revolve it on the movable turntable.

SAFETY IS YOUR BUSINESS

According to Webster an *accident* is "an event that takes place without one's foresight or expectation." Likewise Webster defines *prevention* as "the act of hindering." So when the phrase *accident prevention* is used, it actually means "hindering an unexpected event."

Innumerable methods are being employed at present throughout the transit industry, each having its own merit.

Some plead, others appeal to our pride or our security, still others command in a manner that causes us to think of the consequences if we are apt to rely too much upon luck rather than anticipation.

Anticipation therefore is the key word to our whole accident problem. Some claim the use of a crystal ball would be helpful, but more than likely it could not keep pace with the rapidly changing traffic pattern. The question is how are we to recognize a probable mishap beforehand and prevent it; such signs are myriad, so many in fact that if they could all be listed they would fill libraries. Though many of these signs are easily recognized, many more must be learned through trial and error, "the hard way."

Take for example the motorman or coach operator who complains of the auto which struck the side of the car or coach at the intersection, and says the auto was traveling "like a bat out of —." Isn't it logical to assume that perhaps this auto, at such a speed, would be unable to stop? Faulty brakes, perhaps—or a faulty driver, either drunk, day-dreaming, or with possible defective vision.

All of us are fully aware that the intersection presents the greatest possible danger area in all our operations. Isn't it logical therefore that an intersection should be approached with caution? Assuming that we do approach with caution, isn't it likely that in our normal side vision we can see a speeding auto? If this is so, would we not then assume the vehicle will not stop or *cannot stop?* By such reasoning we would naturally stop our car or coach and allow the "moron" to pass.

That's anticipation—thinking ahead of time of what could happen, then being prepared to prevent it.

Potrero Division

Conductor *C. A. Swanson* says he could not perform his duties properly if he did not make his usual daily call in the dispatcher's office . . . Now that Motorman *F. J. Sterbank* is back on owl duty, he will be able to get back into his regular working routine once again . . . Motorman *G. F. McClellan* with his friendly smile and courteous manner is not particular what line he works, as he says courtesy is his policy on all lines. Keep up the good work, Gilbert . . . The "N" owl was in good hands on New Year's eve; with Motorman *E. Buckley* at the controls and *P. J. Buckley* as conductor, the line sure buckled . . . The "E" line should now be one of the best with Operator *Jim Wargo* at the wheel of the trolley coaches . . . Motorman *P. Conway* has retired after many years of faithful service; we wish you health and happiness, Pete . . . We send greetings to our Potrero watchman, *F. E. Davis,* who is in the hospital, and hope he has a speedy recovery . . . Now that a coffee machine has been installed just outside the gilley room door, you can easily tell who the coffee drinkers are; everyone seems very happy about it.

Two-year-old Elaine plays happily in front of the beautiful Christmas setting built by Daddy Lionel McCarn, Geneva Motorman. Around the central scene of the nativity, Mr. McCarn has constructed a regular city, complete with restaurant, theatre, gas station, barber shop, electric wiring, etc.

Hostesses Will Soothe Passengers In Dallas

Street car passengers in Dallas, Texas, will be greeted by hostesses in the near future. Four young ladies are being employed by the Dallas Railway & Terminal Company, and it is planned to extend the program to all streetcars and buses of the company.

Included in their duties will be giving advice on transportation, short cuts and complaints of passengers.

Three new trolley coach pits have been completed at Mariposa yard. Picture at left shows work under construction; at right is the finished project. Pits will speed up inspection and servicing of our growing fleet of trolley buses.

Let's Get Acquainted...

Introducing the Line Department

The rain pattered steadily in the early morning darkness. Two men on the deck of the line truck hurriedly finished splicing the broken trolley wire and climbed down to the shelter of the cab. These two were linemen and had been called out of bed to repair a trolley break. It was perfectly natural. This was their job and they expected it. And it was expected of them.

But what do they do when they're not splicing broken trolleys? Surely the Railway doesn't keep 20 or 30 men around just to repair torn wires; they don't break that often. The answer to that question lies in the complex system of maintenance of an overhead electrical system.

More than 200 miles of trolley wire and some 25 miles of trackless trolley wire are strung out over San Francisco's streets. There are over 10,000 poles scattered along the sidewalks and an incalculable number of insulators sprinkled generously over the system. Hundreds of miles of non-current-carrying "guy wire" go into the make-up of the system, and scores of track switches, signals, yard lights, street lights, recording devices, meters, relays, etc. go into the nerve center of a railway. Perhaps the most vital of all are the thousands upon thousands of tons of heavy copper feeder that hang suspended along the thoroughfares and rights of way.

All these items must be maintained in a safe and workable condition. Thus the job of the Line Department becomes a crusade against the natural forces of deterioration. This is accomplished by frequent inspection and replacement of worn or impaired parts.

In addition to these duties, the overhead lines must frequently be taken out or rerouted to allow movement of heavy equipment, street repair work, house movers, etc. The replacement of lights, the repair of switches and signals, and the doctoring of other ailments that beset the electrical system are all tasks within the province of the Line Department.

The lineman's trade is a number of

There's lots of variety in the lineman's work. (1) Ken Howard [on pole], M. Conroy, Foreman Bradley Smith and W. N. Gates [in foreground] are installing an underground feeder on Geneva Avenue. (2) Foreman J. C. Morgan, J. Kiley, Ed Dillon and Ed Belasco are replacing a guy wire on Jackson Street. (3) M. Smith maneuvers truck for Nick Thomas and Orville McCoy, who are installing a new lighting system in the bus garage. (4) Foreman W. J. Dunn, James Murphy [driver], A. Augustini and Harold Hurtt are checking the lines on Fillmore Street. (5) General Foreman Dave Whelan figures out the day's schedule in his office at Turk and Fillmore.

trades rolled into one. You may find your lineman building platforms or racks at pole top levels, or you may find him in a manhole pulling underground cable. You may find him poring over an electrical blueprint or slapping paint on a pole. He may be found trimming trees or rescuing cats, driving a truck or wielding a torch, changing a light globe or hoisting a ton of copper up onto an insulator. In his rarer moments he may be observed playing, tenderly and compassionately, on the "pick de la shovel." His mind must be that of an inquisitive Edison; his back, that of a gorilla. He must be able to pierce the dark night like a cat and shed the storm like a duck. And not the least, he must have his own peculiar brand of courage, for it takes some doing to crawl up into the black wetness where charged wires dangle ready to explode.

Like other departments, the Line Department suffered heavily from wartime shortages of materials and equipment. The record of the Line Department during these times is a tribute to the effort and ingenuity of the men themselves. Directing operations is General Foreman Dave Whelan, who handles his diversified duties with the assurance of 46 years' experience. Mr. Whelan started with the Railway as a switchboard tender in the Bryant Street powerhouse in 1902. He worked on the installations in the substations at North Beach and at Millbrae. At that time the Line Department handled everything electrical inside the powerhouses, and it was not until later that a separate division of Motive Power was created. Mr. Whelan was made head of the Market Street Line Department in 1943, and at consolidation he became General Foreman of the combined departments.

Ten Little Linemen

(Dedicated to the stalwart men of the Line Department)

Ten little linemen starting out on time,
One fell off the truck, then there were nine.

Nine little linemen raising up a weight,
One let go his handline, then there were eight.

Eight little linemen climbing up to heaven,
One dropped his handaxe, then there were seven.

Seven little linemen putting up sticks,
One let go his pike pole, then there were six.

Six little linemen forgot they were alive,
One stood on the messenger, then there were five.

Five little linemen on the ground once more,
One upset the soldering pot, then there were four.

Four little linemen trimming up a tree,
One trimmed the high line, then there were three.

Three little linemen hustling to get through,
One forgot his safety belt, then there were two.

Two little linemen, job almost done,
Tapped in the wrong line, then there was one.

One little lineman felt his life he owed,
To playing Safety First according to the code.
—*The Line.*

Let's Have the Benefit of Your Experience

Do you have a "pet peeve" that you'd like to air? Is there some operational practice that you think could be changed for the better? Undoubtedly there are a number of changes that could be made to improve Railway service, and the men who do the work every day are the ones who would know about them.

Many of the suggestions that have been turned in by employees have come from conscientious men who are irritated by some wasteful or inefficient or unsafe practice. This kind of "beefing" can be very helpful to management.

A number of excellent ideas have been received. For example, Motorman Roy M. Frye of Potrero has suggested that cars unable to enter safety zone be stopped far enough back so there will be no temptation for intending passengers to leave safety zone and attempt to board, or for alighting passengers to attempt to get off car.

Another interesting suggestion was contributed by a passenger and forwarded by H. E. Cooley, Assistant Superintendent of Transportation. This plan called for mounting a small mirror on the platform in such a place that alighting passengers (particularly women) would glance toward it and thereby be in the correct forward-facing position for leaving the car.

These are samples of the many valuable suggestions currently being considered by management. More are wanted. Send your ideas to Paul J. Fanning, Director Bureau of Personnel and Safety, at Potrero carhouse, 2500 Mariposa Street. Mr. Fanning urges employees in all departments to contribute their knowledge toward a better Railway.

(Left) in the shop, Frank Ruggeri checks overhead line material while Alec McDonald and James Wickstrom drill holes in pole extensions. (Right) Foreman Ed Brown is standing on the old line car while Harry Jones, Ed Kennealy and L. Mayer repair lines on Sloat Boulevard near the beach.

Flatter 'Em!

There is a form of flattery which is understood and appreciated by everyone. Your courtesy and willingness to be helpful to riders makes them more agreeable and wins the sort of cooperation that makes your job less difficult.

When an operator passes up passengers, the gross discourtesy not only causes the following operator to catch an "earful," but it also builds up resentment against the company generally. —CN&C Greenliner.

Sutro Division

Charles Pollard is now recuperating on his home ground . . . The honeymoon is not over for *Herbert Lyons;* he was running a "2" car inbound on the "C" line the other day . . . For your information the follow-up man on the hedge line is *Tom King* . . . *Harry Franklin* is showing improvement at Oak Knoll Hospital . . . *William Chesebro* was very pleased when informed that the little men in the fare box manipulated the mechanism at excessive speed thereby miscalculating the income . . . A "Buddy" reunion was the outcome of Buddha's interviewing *Charles Gardner,* ace "C" line motorman . . . That voice from Sutro gilley room belongs to *Theodore Poulson* . . . So long, good luck, and good health to *Benjamin W. Ayres,* resigning after 38 years of service . . . Credit for that great big smile worn by *James W. Goree* goes to his new son . . . Congratulations, best of luck and loads of happiness to the December 12th bridegroom, our own *Marion P. Evans* . . . A bird on the wing brought the news that *Thomas L. Hogue* is bringing home a bride from Tennessee . . . *Ed Dyson* wound up the old year with a gland time in St. Francis Hospital.

Sympathy

Louis E. Brown, McAllister Conductor, died of a heart ailment on December 26th. He had been disabled for some time. He joined the Railway in 1921.

Archibald Gayner, Potrero Motorman, suffered a heart attack and died on November 13th. He had been with the Railway since 1942. To his son, George Gayner of Central Control, go our sincere condolences.

Leonard L. McElvain, Conductor, died November 4th. He had been employed at McAllister carhouse since March, 1947.

Deny Pippakis, Trackman in the Cable Machinery department, died suddenly on November 25th. He had been with the Railway since January, 1947.

Frank Polidori, Potrero Motorman, died at Mills Memorial Hospital on December 4th, after collapsing while riding on an interurban bus the previous day. He had been employed since 1910.

Frank T. Robertson, McAllister Conductor, died December 30th. He had been confined to the Veterans' Hospital in Oakland for some months. He had served the Railway since 1919.

Shop Notes

Culminating enjoyable celebrations throughout the holidays, the traditional whistles of Elkton Shop were brought out from under shop benches to herald in the New Year with the customary shrillness that sent everyone home with ringing ears . . . While it was generally assumed that celebrations this year were for the usual reasons, we now learn from *George Harrison* that they were all because of his new grandson who arrived December 22nd . . . After hearing that the "magic wand" which he presented to our boss was used successfully in extracting a winning number in the Rose Bowl pool, *Bill Flynn* is now angling unsuccessfully for the return of the wand . . . First prize for local Christmas tree decorations goes to *Mike Coleman* and *Frank Smith* of the Fare Box Room. Conspicuously noticeable through its absence, we have since learned that the supply of "Christmas cheer" at this tree was made invisible to visitors through an ingenious device which afforded concealment in the hollow tree trunk . . . Rounding out a pleasant holiday season, everyone was pleased with visits made to the shop by oldtimers *Bill Hickey, Herman Remus, Barney Farley* and *Charles Kullman.*

Our Sister Utilities

The offices on the fifth floor at 425 Mason Street are gradually emerging from the confusion caused by the remodeling. The layout is very attractive and modern. There is a large drafting room where some 24 men are working on the Airport and San Joaquin pipe line projects. Another room will house a stenographic pool of six stenos. Three private offices will be occupied by *Les Stocker, George Burr* and *Bern Grethel.* The Central Filing Room (or Library) will assemble all technical material, historic documents, etc. under the care of new Sr. Librarian *Ruth Gustafson* Some of the historical papers will be micro-filmed in order to conserve space . . . *Bert Keller,* "Our Glamour Gal" of the Bureau of Light, Heat & Power, had a good time at her "Termination Party" on December 31st . . . *Emmett Smith,* Assistant Superintendent of Operations at the Airport, took a trip to Los Angeles recently. And guess what—he went by train! . . . *Billy and Wally Balzer* found out over the Christmas holidays that Reno still had that "Old Feeling" after fifteen years . . . *Bill Conway* is recovering from his rough sandlot football experience playing with the kids on his vacation.

Trolley Topics

Vol. 3 JANUARY, 1948 No. 1

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CHARLES L. REED, *Artist*

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Operator Don Embleton has made himself so popular with his patrons on the Park Merced route that they gave him a special Christmas party. They serenaded him with carols and loaded him with gifts. "He dishes out service with a smile," say his customers, "and we all love him." *—Picture courtesy San Francisco Chronicle*

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

Robert H. Wagar, Geary. "The conductor helped women with bundles and babies and cautioned them to look out for passing cars. He watched the rear platform to be sure late passengers were on and altogether did a fine job."

L. B. DeLaney, Sutro. "It's a pleasure to ride with him. He rates praise for exceptional courtesy, service and patience with the passengers."

Johnnie Walker, 24th Street. "He is one of the politest and most courteous platform men I have seen in this city."

Samuel Barone, Potrero. "For some time I have noticed the way he handles the crowds, his joviality, and his large number of friends. I am getting so I am a little disappointed when I miss his car."

Charles Cardinale, Fillmore. "I asked for some help and he answered with courtesy that I thought worthy of mention. Why aren't there more like him?"

S. C. Pietrowiak, Geneva. "The conductor saw us running with our arms full of bundles and stopped the car for us. Knowing the time between street cars at that time of night, we surely appreciated his act of kindness."

Clarence Ellis, Potrero, and Inspector *Hugh Duffy.* "Congratulations to the honest motorman who turned in my purse and to the Inspector who helped me locate it. Because of the sentiment connected with this purse, it means much to me. I am enclosing a reward."

Harry Hildebrand, McAllister. "I have often observed the polite way he answers questions and assists elderly people and women with children."

Others commended were *Vernon O'Connor,* Potrero; *Justin Justus, Jr.,* Potrero; *Harold Giese,* Sutro; *Leonard Jones,* Potrero; *Kenneth Scott,* Potrero; *Lewis Hughes,* Potrero; *Howard Grinstead,* McAllister; *Clyde P. Kenyan,* Potrero; *Charles Long,* 24th Street; *C. D. Ward.* Geary; and *Leroy Daigle,* McAllister.

Geary Division

Motorman *Bill Perry* is back on duty after recovering from a broken leg. He was off five and a half months . . . Division Superintendent *Tom Cox* is now taking a well-earned rest, and taking his place is Superintendent *Wesley R. Mason,* who is doing a swell job . . . We are very sorry to hear of the passing of our former motorman, *Joe Bankson.* He retired in 1947 . . . Many new faces can be seen at Geary Division due to the General Sign-up. Welcome to a good division, boys—can't see why the others left . . . Dispatcher *Sol Solemink* is still off sick. We wish him a speedy return . . . *Russ Hartman,* Relief Dispatcher, figures that if *he* can get to work on time in his Buick (1924 vintage), no one should be late . . . Famous question at 4th and Market on the "F" line: "Does this car go to the Depot?" Wonder why!

Office Chitchat

Bernice Haggard of Claims is a lucky little lady, having won a $50 bond at the Association Party held in Druids' Hall. *Jessie Ormond* and *Chris Welch* had their names drawn for money orders . . . *Dennis Devine* has left the Timekeeping Department and taken a new job as draftsman at 425 Mason Street. All the gang miss his cheery smile and wish him the very best of luck in his new position . . . The hard-working committee who arranged such a delightful Christmas party deserve a lot of credit. They were *George Quinn, Jim Duffy, Paul Frasher, Bess Ogilvie, Angelo Landi, Ray Farrell, Joe Crosson, Alvina Gianeschi, Herman Warnke, Chris Welch, Lee Lowrey* and *Stella Gee. George Quinn,* incidentally, took a belated vacation at home to rest his vocal chords from the harmonizing efforts of the Christmas season . . . It's nice to see *Fran Lubner* back at her desk in the Claims Department after a long illness . . . We understand that *Ken Long* grows such fine tomatoes in his office window garden that the mice can't leave them alone . . . *Ruth Urbais* must be feeling pretty cocky since she's had another story accepted for publication . . . *William J. Ring* is the handsome new addition to *Johnny Lyon's* office.

Eugene Bush Describes Transportation Chaos In Greece

Rehabilitation of the railway system of war-torn Greece is a tough job, according to Eugene Bush, the former Utilities engineer who was in charge of Market Street track reconstruction and other railway engineering work until he resigned a few months ago to accept his present assignment as District Engineer for Greece.

In a colorful letter to L. V. Degnan, Sr. Engineer, Mr. Bush describes the ruin which confronts him. "Since the day of my arrival we have completed inspection of the once Greek railways, totally destroyed by three armies and twelve years of war and a revolution, the latter still going strong. Bridges are completely demolished, tunnels blown, rail sections blasted out every thirty or forty feet, equipment not only dumped over the cliffs but burned, engines first blasted and then dumped into the sea.

"Revolutionists are still running wild and unchecked. Much of my inspection was made with the Greek Army guarding my passage; over 40 per cent of the mileage, from 60 to 100 fully armed men accompanied me. Work of rehabilitation has been started on railroads, but the revolutionists have blasted two large bridges which means redoing the work."

The trip by air from San Francisco to Athens was rough all the way. The worst came last, from Berne, Switzerland, to their destination. "After dinner, the Captain took a vote of the remaining passengers—should we continue on to Rome in the face of severe storms over the Rhone valley or wait it out at Berne? The vote was Onward Christian Soldiers. I am positive all who voted 'yes' regret it still. Flying at 14,000 to 16,000 feet it was even more rough, but having the lightning play tag with wing, body and tail adds to the thrill, if a thrill you are seeking. However, for myself, I started reviewing the long-forgotten prayers my mother had taught me . . ."

After the adventures recounted in his letter, Mr Bush must look back on Market Street as a haven of peace and quiet

"I think I'm off my trolley!" shouts Motorman Jerry Colonna to the happy crowd of youngsters whom he piloted in a Muni streetcar to the zoo for an afternoon's fun. To publicize the Christmas Seal campaign, the comedian entertained a group of children chosen from agencies supported by the Community Chest and Tuberculosis Association. There's a recording about a similar daffy ride called "Colonna's Trolley."

Washington-Mason Division

With the coming of the New Year and the general sign-up in force, the cable car boys are ready to tackle all problems that might confront them. We are glad to report that very few of our family were thrown for a loss due to celebration of the holidays. Only one case of over-eating was reported (we are not at liberty to name the culprit) . . . The coming of the New Year has brought with it the sad news of one of our old-timer's passing. Our amiable friend, *Joe Silva*, was laid to rest on January 5th, and we who knew Joe were saddened by the news . . . We wish to welcome the following men to our division: *Caidin, Engle, Rawdon, Koulos* and *Krebs* . . . Santa Claus was very good to our night follow-up man. He brought him a vacation just at Christmas, then capped that by bringing him delivery of his new car.

Retirements

Alfred Albert, Geneva Conductor, retired January 1st; he had been with the Railway since 1917.

Benjamin W. Ayres, Sutro Conductor, retired January 1st; he joined the Railway in 1909.

George E. Benker, Geary Conductor, retired December 4th; he was on the first Civil Service list, starting in 1912.

Thomas Conlan, Potrero Motorman, retired September 1st; he was employed in 1918.

Henry Goldberg, Geary Conductor, retired December 1st; he joined the Railway in 1913.

Benjamin B. Martin, Washington-Mason Conductor, retired August 1st; he had been with the Railway since 1912.

Joseph M. Murphy, Geary Motorman, retired October 9th; he was employed in 1917.

John J. Seamas, McAllister Conductor, retired December 10th; he started in 1917.

24th Street Division

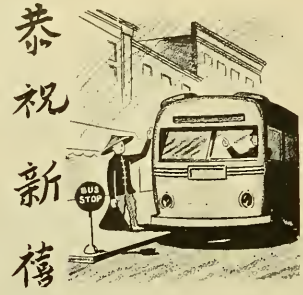
Bill Michelini discovered a way to make one cigar take the place of five. He lights the cigar in the morning, takes a few puffs, knocks the ashes off, and tucks it away until he feels the desire for another puff. When he finally gets down to the "butt," he inserts that in his mouth as a substitute for chewing tobacco . . . *L. R. Harrigan* joined the ranks of the benedicts last month and returned looking like a new man. Congratulations . . . *Dave Isolwitz* comes to work looking like a bank president since he turned Receiver, even to wearing a baby rose on his lapel . . . *Jim Brackett* is looking for a place on 24th Street as the secondhand changer business is getting too big for his locker . . . *John Cullen* wants to get into this business also but is finding the going a little rough . . . What makes our Division Superintendent throw out his chest these days? It couldn't be that *George Lewis* has become the proud grandfather of the handsomest baby boy in San Francisco . . . We understand *Walter Davis* will be back with us soon, and we'll all be glad to see him . . . Everybody had a good time on *Jim Lewis'* birthday; he sure knows how to throw a party.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

e 3 FEBRUARY, 1948 Number 2

Bay Bridge Terminal



Happy New Year!

He drives a bus on Sacramento Street in San Francisco—a bus that goes through Chinatown and is, of course, patronized largely by Chinese. He looks Irish—though of course we didn't ask him. We get on often at noon on our way from town, and several times noticed him exchanging greetings in Chinese with his Oriental passengers.

"Is Chinese one of the requirements to drive a Municipal Bus?" we queried.

He grinned broadly, pulled up to the curb to pick up a passenger, and then replied: "No, but learning it helps to pass the time of day. I pick up a word here and a word there, and then I say them over a few times and first thing you know I'm able to sling a few sentences."

He was busy again making change, so we couldn't pursue the subject, but as we alighted, he gave us a Chinese farewell. "What does it mean?" I called from the curb.

"Happy New Year," said he, "In my best Chinese."

(The story and illustration above are reprinted from "The Informant," a publication of the Zellerbach Paper Company. The driver-linguist is JOE VERDUCCI, who is acquiring many friends as well as a knowledge of Chinese.)

Washington-Mason Division

The early birds of our division are at it again. We mean those fellows who have had their vacations already, such as *James Buskirk*, *William Harkness*, *Eugene Thaxton* and our night follow-up man, *Jess Blair*. Jess is on his way to the deep south at this writing; guess he wanted to take in the Mardi Gras in New Orleans . . . It is with regret that we mention the passing of *Nick Papadakis*' father, and we wish to express our sympathy to him and his family . . . One of our good gripmen is quite a tailor. It seems that the other morning he was relieved from his run while he did a little repairing on the seat of a pair of pants. It was lucky that the dispatcher had a needle and thread handy and that it was dark when the accident happened. Welcome to the Split Pants Club, brother!

"Leave-Car-at-Home" Club Started In East

A "Leave-your-car-at-home Club" was founded recently by a Springfield, Massachusetts, merchant in an effort to relieve the downtown traffic congestion.

Citizens are urged to use the public transportation system if they can possibly do so without interfering with their business, and prominent civic leaders are riding the buses daily. The Club is growing fast, and already improvement has been noted.

Fillmore Division

Everybody is in quite a working mood in this division right now, making plans to pay Christmas bills and lay a little away for vacation money . . . According to rumors, congratulations are in order to the family of Conductor *John Mahoney* . . . Conductor *George Tanzer* is again acting as Line Executive for this division . . . Motorman *Fred Johnson* had a little jolt when he was hit by an auto and is laid up at home. Conductor *Elbert Holmes* is now in St. Mary's Hospital. Motorman *Harry Benjamin* is at home with a broken thumb. Conductorette *Mary Arney* is doing fairly well after an operation at St. Francis Hospital. We hope all on the sick list will be back with us soon . . . Anyone wishing wires connected or disconnected will be able to get full information from *Ruth Logasa*. They say her husband is an expert . . . Just to remind new members in this division how proud we all are that we still have with us seven wonderful, hard-working, conscientious, alert and neat-looking women, we'll list their names. *Mary Arney*, *Ethel Jeffers* and *Carla Youngman* are conductorettes, *Emma Melton* is a motorwoman, *Ruth Logasa*, *Dorothy Vance* and *Ethel Rutland* are collectors. Keep up the good work, girls!

Office Chitchat

Joe Crosson transferred to the Treasurer's Office effective February 1st. His many friends gave Joe a farewell dinner at Simpson's banquet room, and it lasted till the early bright! . . . *Rita Navarret* has transferred to *Mr. Scott's* office . . . *Bill Bendel* now has his wrist in a cast and is back at work after his fall while on duty. At this writing *Johnny Williams* is in the hospital, the result of a fall from a ladder in his back yard. What's the matter with our men in the Equipment department? . . . When *Emma Bellezer* of the Leave Department transferred to the Board of Education last month, she received a lovely purse as a remembrance from her co-workers . . . *Mabel Birch* is now located at the Potrero offices where she is secretary to *Paul J. Fanning* . . . The girls and boys are all hitting the books for the coming promotional examinations and hope to hold their own against the legal eagles from the hall . . . *Kenneth Long* passed No. 3 in the last bookkeeper's examination . . . *Laura Byers*, *Marie Erlwin*, *Esther Brosamle* and *Elizabeth Colclough* are full of sparkle since they spent a week-end taking those rejuvenating mud baths at Calistoga . . . It has been suggested that our single gals adopt the Leap Year slogan, "Get a mate in '48"—how about it, girls?

"Extremely neat in appearance, courteous and highly efficient." This and similar expressions are used often to describe Potrero Conductor Kenneth Scott, who has received many such reports during his 14 years of service.

Inspector J. Ferretti Wins Acclaim from City Attorney's Office

The claimant alleged that while she was attempting to board, the car had started with a jerk and thrown her to the pavement. She had been severely injured.

When Inspector Joseph Ferretti arrived at the scene five to six minutes after the accident had occurred, he boarded the car and secured the names of several witnesses in addition to those already obtained by the conductor. "Without the conscientious efforts of the above-mentioned Inspector to obtain witnesses, certainly a verdict would have been rendered against us somewhere in the neighborhood of $25,000," wrote Deputy City Attorney Edmond P. Bergerot in a letter to General Claims Agent Donald Mazzoni.

As it happened, the conductor's witnesses had not been in a position to see the accident, and they were of no value. If it had not been for Mr. Ferretti's witnesses, who had been in an excellent position to see everything that happened and who gave a complete account of the accident, the City Attorney's office would have been helpless to avoid a judgment against the Railway.

Mr. Mazzoni was particularly happy to get this letter from Mr. Bergerot as it illustrates one of the particular principles he emphasized in the course in accident reporting given to Inspectors and Instructors last year: *"Get your witnesses—and get witnesses who are in a position to see what has happened."*

Inspector Ferretti has demonstrated that he absorbed this advice. It's a good policy for everyone to follow. It not only protects the Railway, but it may protect the employee against criminal charges.

FM Radio Broadcasts to Be Heard On Buses

Specially designed radio programs consisting of music and newscasts spotted with brief commercials will soon be heard on the buses of the Cincinnati, Newport & Covington Railway Company. The Covington, Kentucky, firm was the first to sign a contract for installation of frequency modulation receiving sets and for regular broadcasting of programs.

FM reception in transit vehicles has been proved to be technically practicable, and many firms are considering this new advertising medium as an additional source of revenue.

Motive Power Department

Our chests are puffed 'way out to here! We're proud of our new permanent men, so here is a welcome to Powerhouse Operators *H. F. White, William McCarthy, M. Williams, J. Carey, S. Tomola,* and Governormen *J. Ruster* and *A. Sabella* . . . The chest-puffing virus has hit a few individuals also. *C. Koopman* recently saw his newlywed son and daughter-in-law off to Honolulu. *S. "Grandpa" Shephard* has been losing sleep lately, for which he can blame new granddaughter Cathy; perhaps he can give some pointers to soon-to-be granddad *H. Lamb.* Some proud fathers too—among them are *H. Nicholson,* whose son recently graduated from Junior High, and *R. Brenegan,* whose boy was promoted to eighth grade with lots of honors. As long as this virus is all that bothers us, we'll be all right . . . *D. Leskinen* is back at Oak Knoll Hospital; we suspect the nurses must be cute there, huh? . . . And the next time you see a fellow whizzing past you on his motorcycle, that just might be *T. Mather* . . . Rumor has it that our next door neighbor, the Fillmore Division, is requesting a jockey in next year's budget, and how much does hay cost, anyway? After all, the Superintendent's bronze horses are multiplying rapidly and do need care. See you after the next race.

Shop Notes

Frank McQuaid is again in the spotlight and in line for congratulations on being elected to the Executive Committee of the Civil Service Association. This election meeting was well attended by Railway shopmen, and a large initiation group included *Bress Corley, John Ford, Victor Raineri, Clifford Nilan,* and *William Fuselier* . . . Favorable fishing reports were received from *Bob Baxter,* who brought in four bass weighing up to 20 pounds from Napa, and *Art Gilbrech* and party, who landed 9 to 15 pounds near Antioch . . . Contestants in the Daily News Bowling Tournament may be thankful that *George Anthony* ran out of cigarettes during the third round when he was eliminated from the finals by the small margin of 16 pins. As it is well known that all bowling pins start to shudder when George lights up a Camel, it is hoped he will be better fortified with smokes next time . . . Appointments at this writing from recent C. S. lists: *Harry Stone, Charles Dowling, Robert English, Louis Luini,* E206; *Roland Plato, Louis Chirone, Charles Smallwood, Roland Oestrich, Laurence Brown,* E202; *Allen Houser* and *Bruno Wilson,* E200 . . . Best wishes are extended to *John Brugaletta, William Lloyd* and *Temistocle Chiesa,* who were retired January 31st.

IT IS EASY TO SPOT A PROFESSIONAL DRIVER

"You are a professional driver; set a good example for the amateurs."

The men who operate our street cars and buses are trained in the principles of safe operation. As skilled technicians of their trade, they recognize instantly situations that have dangerous possibilities. They make allowance for amateurs who are not so skillful.

When an automobile ahead shoots recklessly in and out of the line of traffic, the professional makes a mental note to be alert for possible trouble.

The professional driver knows that he can look for the unexpected at intersections, and he prepares for it.

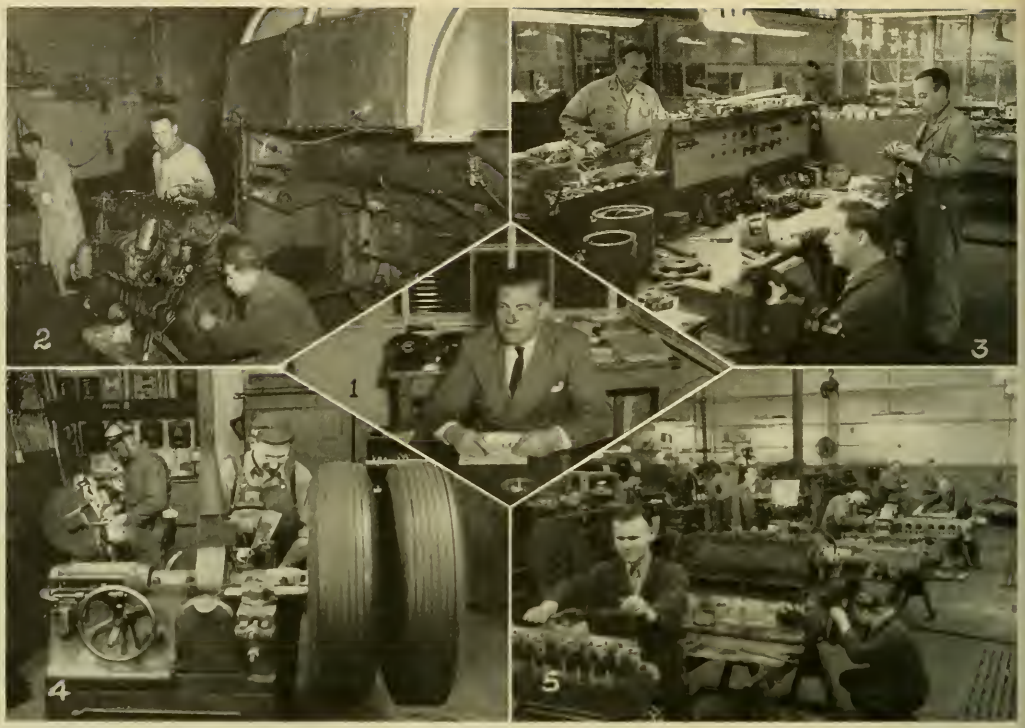
When the right of way is doubtful, the expert gives it to the less accomplished driver.

When pedestrians are at the curb or in safety zones, the skilled operator proceeds with extra caution.

If an automobile cuts sharply in front of him, the professional slows down. He never bothers to put "smart alecks" in their place. He knows that exhibitions of daring are undertaken only by the novice.

It is his business to drive expertly, which means first of all, safely. He uses his skill to compensate for others' lack of skill.

He's a professional, and he's proud of it.



(1) Victor C. Peterson supervises garage activities from glass-enclosed office overlooking huge barn. (2) In background Foreman Charles Gianola inspects Diesel injector while Mechanics Al Zaborsky and Charles Wong are assembling engine preparatory to installation. (3) Veteran employee Ronald Urquhart, Dub Crowder and Barney Sichel are reconditioning electrical and air controls. (4) At left, Arnold Valson is sharpening tool while at right, Ralph McEvoy is grinding brake drum. (5) Unit Repair department reconditions defective parts and units.

Let's Get Acquainted...

Introducing 24th Street Garage

For 40 years the building proudly stood sheathed by a shroud of ivy in silent defiance of the horseless carriage. Surrounding shade trees had yet to yield to the firm kiss of a bumper, and the stillness of early morn was as yet unbroken by the staccato bark of a cold engine.

But then it happened. Gradually but relentlessly this landmark of the Potrero was subjected to the transformation which changed its destiny from a car house to the 24th and Utah Garage.

Occupation began in 1939 with 23 coaches of the Market Street Railway operating from one bay. Eventual expansion of that fleet led to the ultimate occupancy of the entire building. An estimated maximum of 100 units for future tenancy seemed logical, and the place was equipped accordingly.

On the other side of town, the Municipal Railway had established bus transportation in 1917 in a southerly direction across Golden Gate Park from the old "A" line outer terminal. This was begun by leasing ten three-quarter ton G.M.C. trucks equipped with box-like bodies containing two longitudinal benches providing seats for 12 passengers. A step hung at the rear, and the appearance of this de-luxe job was not unlike a patrol wagon. The effect was even more striking with the conductor perched on the step, coat tails a flying.

Then along came two tunnel entrance Studebakers leased from Beefsteak Bill. Engineering calculations on these torpedoes were evidently correct, for one fine day everything collapsed like the one-horse shay.

That did it. Henceforth the Municipal Railway purchased buses for its operation, and five 17 passenger Model T.D.B. Whites were bought.

Pursuant to railway policy of cooperation with the manufacturing industry toward improving transportation equipment, substantial developments have been made on the property. An important pioneer venture concerns experiments with brakes on the original units; these were the prototype of modern automotive air brakes. Acknowledgement must also be recorded of the very disconcerting note struck by this crude transverse brake beam arrangement. The intense clanking noise made by brakes on Park route buses rendered the Sunday band concerts inaudible. Vigorous complaints from audiences stimulated revision of design.

After the merger of the two Railways in 1944, 41 coaches were transferred from Geary Division to 24th Street in a step toward consolidation of repair, storage and service operations. Then began the feverish activity of retooling the old building to efficiently accommodate the rapidly growing mo-

tor coach division. First came a new roof. Then suitable wash rooms were constructed. In succession came ventilation, enlarged and properly equipped work area, concrete floors, machinery, benches, enlarged stock room area, and sundry items pertinent to building and equipment. At this writing modern fuel dispensing equipment is being installed.

(1) Inspection Department checks buses daily as they come in over pits. (2) At Parts Dispensing counter, Larry Wollangk, Mike Rose and Charlie Morrissey fill requisitions for Johnny Comaich and and Marvin Green. (3) Tim O'Connor, Jake DeGroot and Henry Wycoff are reworking transmissions in Machine Shop. (4) Records of fuel consumption, vehicle mileages, shop work, personnel, etc. are kept by Silvana Osuna, Mary Ellen O'Connor and Barbara Vujovich. (5) Stock Control Staff consists of George Tilton, Henry James and Frank Scherzer, who is checking order with General Storekeeper Bert Stevens. (6) Ten twinpost hydraulic lifts in No. 1 House are in constant use.

At present the motor coach fleet consists of 283 vehicles. This, however, includes many obsolescent units. Motor coach mileage approximates one million miles per month.

To maintain a maximum number of available vehicles, work must of necessity be assigned to various specialized departments.

Daytime service and regularly scheduled inspections are performed by personnel directed by Foremen Dennis Joyce and George Mangan. Defects requiring greater time than can be allocated on inspection pits are routed to shop department for correction.

In these departments we find Foreman Charles Gianola struggling with his fleet of Diesels and Twins; Foreman Charles J. McGuire applying his time toward proper conduct of "Pusher" repairs and liaison to Bus Dispatcher Pierce Welch and the dipsea runner, Jim Treanor, so that runs are filled and can leave on time; Foreman Ernie Kilby with his Whites and A.C.F's on those new lifts; Foreman Lin Lofstedt in Unit Repair supervising reconditioning of defective parts or units removed from vehicles.

In Body Repair, Acting Foreman Walter Keller with his meager crew endeavors to recondition bodies and repair accident damage faster than it occurs.

The car cleaning division under Foreman Jerry Krogman attempts to get the cleaning job done to everyone's satisfaction.

Night operations are supervised by Foremen Curtis Fent and John Magrini with Acting Foreman George Ewing ably handling the relief job.

The Stores and Parts Department, under General Storekeeper Bert Stevens, handles a staggering assortment of supplies. The complexity of this task is more apparent when it is noted that 17 different coach models are operated.

(Continued on page 6, col. 1)

Trolley Topics

Vol. 3 FEBRUARY, 1948 No. 2

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GARAGE STORY

(Continued from page 5)

While it is conceded that present garage facilities are painfully inadequate, an active expansion program is in progress to alleviate the situation. Although in the past the Municipal Railway was not considered primarily a motor carrier agency, over 74 million motor coach miles have been operated on regular routes. Accelerated tempo of planning for increased coach operation and shop facilities indicates important developments in the near future.

The many problems encountered during the period of rapid expansion of the garage (further complicated by wartime shortages) have been ably handled by department head Victor C. Peterson. Mr. Peterson joined the Railway as an Automotive Machinist in 1927. In 1940 he was appointed Garage Foreman. At the time of consolidation of the two Railways, he was assigned his present duties as Superintendent of Garage and Automotive Maintenance.

Driving and Dreaming

Have you ever driven along with your thoughts trailing far behind, letting your vehicle pretty much handle itself, and then suddenly been confronted with an emergency? And did you find that you didn't have time or almost didn't have time to avoid an accident? If so, then you should have learned for sure that driving automatically plays tricks with your reaction time and puts you smack in line for collision with the emergency eight-ball.

But the trouble is that each time a guy does a bit of drifting and dreaming and driving, and gets by with it, it makes him more of a sucker for the HABIT.

On the other hand, the more he drives with his mind alert and watchful, the easier it is to keep driving that way. And the more likely he is to do the right thing and do it quickly enough if an emergency situation comes up.

You can't drive a vehicle safely with an automatic pilot. You have to have the HABIT of steering your thoughts in the correct lane.

—*National Safety Council.*

The new coffee machines that are being installed in the carhouses are very popular. Here Receiver Stanley Gillis, Conductor Erling Pederson, Motormon Ira Brown, Motorman Pat Ward and Conductor J. J. Cerri sample product of the machine at Geary.

McAllister Division

The reason you haven't seen *Joe Slevin* around this barn lately is because he has been Acting Dispatcher over at the Sutro barn. He is really a big help in an emergency—we know from experience . . . When *A. Aaron* started to put his money tray in your reporter's window the other day, he dropped it. He looked all over the gilley room floor for two quarters. When he finally found them, they were in the cuff of his trousers (of all places)! Exasperating, we calls it . . . That Virus X from Los Angeles has made a bad dent in our extra man's detail sheet. It has Dispatcher *Bill Johnson* pulling his hair, trying to get enough men to fill the runs. Included on the sick list for the past week was *Wilma Tighe,* but she is better now and back to work . . . Up until three weeks ago, *Johnny Nolan* has always been the picture of health to us. But quite suddenly he was taken seriously ill. When we heard his voice on the telephone telling us he was home from the hospital at last, it sure sounded good. *Paul Romo* has done a mighty fine job filling in for him too . . . Superintendent *Ralph Strawn* left on vacation to see if the Mardi Gras down south is really as wonderful as so many people say it is.

Track Department

A hearty welcome to *John H. Ryan,* who has succeeded *Frank J. Sheehan,* now retired, as General Superintendent of the Track Department. Mr. Ryan started his career with the City Engineer's office as an engineer on the Stockton Street and Twin Peaks tunnels. Upon completion of this work, he joined the staff constructing the tunnels and dams that make up the present Hetch Hetchy system. After 18 years of varied experience on this project, he was transferred to the Railway in January 1946. Mr. Ryan brought his family here from Hetch Hetchy, and all are very pleased to be back home again

Sadness struck the department in the passing of *Andrea Petrocchi,* our genial and well-liked handyman at Turk and Webster. Andy, as he was more familiarly known, started with the railway in April, 1909, and was employed as powderman at Daly's Quarry One of his best-known exploits was as powderman on the dynamiting of the old 100 foot chimney located at Market and Valencia To his family we extend condolences on behalf of his fellow employees.

Sutro Division

Greetings from Carmen's Utopia, the daylight division with Sundays and Holidays off! . . . The gang is glad to see *Harry Franklin* back in the driver's seat and feeling tip top . . . After six weeks in the hospital, *Daniel Crowley* is at home slowly working his way back to health . . . *William F. Riley* has taken time in addition to vacation to enjoy his visit to the old Montana homestead . . . That neat little nook in the dispatcher's office is the accomplishment of *Hal Crawford* . . . *Joe Slevin* complimented *Frank Bayles* on the swill reward he received from the scavenger company . . . Wonder why *William Groff* wouldn't let the boys sample those two gallon jars to find out what kind of heat they generated . . . *Mr.* and *Mrs. Herbert Lyons* are enjoying a Canadian honeymoon . . . Showing progress on the get-well road is *Earl Porter,* now at home after a tough session in Mary's Help Hospital . . . For those who lost track of construction engineer *John W. Fields,* he operates the crane at L. & T. Smoke Shop . . . A bouncing baby boy brought that proud and pleased expression to *Robert Burns* . . . *Robert O'Lague* still prefers afternoon to mourning ties.

Geneva Division

With the purchase of a new radio which makes recordings on a wire tape, Dispatcher *Bill Mahoney* spends his spare time yodeling in the mike and beating his drums . . . Motorman *H. H. Guernsey* became the proud father of his fourth son on January 21st . . . After giving Conductor *Bernie Saxon* a reward which couldn't be returned, the grateful blonde discovered that Bernie hadn't found her purse after all . . . Conductor *Frank Petiti* not only can handle rough characters on his car but is a favorite with the ladies. Oh, Frankie! . . . Motorman *Jim Dilley* recently reported for work with a discolored eye. What does the other fellow look like, Jim? . . . Conductor *John Cheek* will soon be a grandfather for the ninth time . . . During these cool nights Motorman *Morrie Butler* claims that if he puts any more clothes on, he'll have to operate the car by remote control . . . Motorman *Charlie Toler's* wife recently bought him a new maroon Buick sedan. (I hope my wife reads this!) . . . A new daughter was welcomed at the home of Conductor *Curtis Williams* last month.

Commendations arrive regularly for Conductor L. B. Delaney of Sutro. "It's a pleasure to be on his car," say his patrons, who praise his friendly attitude, attention to safety, and immaculate appearance.

Our Sister Utilities

Plans are cooking for a repeat performance of the Sigmund Stern Grove "picnic" held last year for the employees at 425 Mason Street. Everyone who attended that delightful affair is looking forward to the next one in May . . . The charming new draftsman with the Bureau of Light, Heat and Power is *Mabel Bamsford* . . . *Margie* and *Roy Havner,* both well-known at Mason Street, are happily cooing over little Dorothy Leola, who arrived February 7th . . . *Jack Estle* is the new Assistant Director of the Bureau of Public Service. Mr. Estle is not a stranger to the Utilities as he worked in the Geary offices several years ago . . . *Edna Leopold* makes an attractive model for her own handiwork; she knitted that stunning delft blue dress herself.

Manufacturers Propose 7½ and 12½ Cent Coins

The movement to have the U.S. Mint strike off a 7½-cent and a 12½-cent coin is of considerable interest to transit companies throughout the country.

The National Association of Manufacturers is seeking a solution for the plight of the vendors of articles which have traditionally sold for a nickel or a dime. Candy bars, soft drinks and many other items can no longer be sold profitably for a nickel, yet the increase to the next convenient price seems exorbitant. The same holds true for 10-cent merchandise.

The Association believes that creation of the "baby-bit" and "one-bit" coins would allow the merchant a reasonable profit without extreme inflationary price boosts.

Gas Is Precious— Don't Waste It

The 42% increase in the cost of motor coach fuel will add $250,000 annually to the Railway's operating expense. In order to conserve gas, the following rules are now in effect.

1. Turn off motor promptly upon arrival at terminal, unless stop there is being made only for the purpose of taking on and discharging passengers, and turn motor on just before starting.

2. Do not race motor either starting or when running.

3. Release foot from throttle as soon as possible when approaching stops and also when going down grades, *keeping in gear as required by law for safe and proper operation.*

4. Accelerate smoothly at all times.

5. Do not use the "choke" when attempting to start a motor which is warm; doing so creates a fire hazard, or at least makes starting difficult.

Operators on motor coach routes having 30 minutes or less per round trip until further notice will not be required to shut off motor because of the excessive drain on battery.

It May Surprise You, But . . .

Road defects are not even partly responsible for 95 per cent of all motor vehicle accidents!

Wet, slippery roads are not even partly responsible for 80 per cent of the accidents!

Vehicular defects are not even partly responsible for 85 per cent of the accidents!

Despite all the excuses we sometimes hear (and make), it remains a supported fact that the majority of motor vehicle accidents occur when a car is functioning properly . . . somewhere on a good roadway . . . in good weather . . . when there is relatively little traffic . . . in the daytime. Why?

—Two Bells
Atlanta, Georgia

Bureau of Engineering

The Bureau of Engineering has a father and son combination in its office with *Peter Volkoff* and son *Alex*. Peter recently transferred from the Department of Public Works . . . Other new employees are *Pat Esposito*, who formerly worked for the Motive Power Department, and *Him Lai*, new appointee. Welcome to the three of you . . . *Bill Bendel's* new telephone hanger catches the eye of all the visitors to 901 Presidio Avenue. Bill broke his left arm recently, and in order to keep his right hand free for note-taking, he designed an adjustable rack to hold the telephone receiver at ear level. The design was neatly executed by the boys in the shop, and now Bill can talk and gesticulate in comfort . . . *Alex Malley* is again driving his car about after being smacked dead center by a woman driver . . . The Engineering force is expected to increase in the near future when funds from the bond issue will become available . . . *Charlie Reed* has performed some beautiful and intricate high dives off the top of his drafting stool recently . . . *Danny Lucey* is up in the clouds in the afternoons these days.

Employees Contribute Many Valuable Ideas

Suggestions for improvements in Railway service continue to arrive, and Paul J. Fanning, Director of the Bureau of Personnel and Safety, reports that many of them have been of great value.

Among the recent suggestions which are currently being studied by management is that of Conductor George West of Fillmore Division. He proposes a ruling which would serve to reduce step accidents.

Another idea, forwarded by Motorman W. E. Gracia of Geneva Division, pertains to destination signs.

These are some of the many instances where the man who works on the job can contribute his knowledge to help management. More suggestions will be welcomed. Address them to Mr. Fanning at Potrero carhouse, 2500 Mariposa Street.

Geary Division

Bob Evans, former motorman at Geary, is now working on the "C" line . . . *Elmer Sorenson*, formerly in the Receiver's room, now herds a bus on the No. 15 line . . . Former Gearyites *Guido Ricci* and *Al Covaia* now own a bar called "Al's Place" out in the Mission . . . When is Conductor *Robert Mersich* gonna get hitched? . . . Acting Inspector *Emile Pratt* is now at Union and Van Ness Avenue; the "F" line misses his greetings at Post and Stockton inbound! . . . Things we don't like: The "new look" dresses! The destination signs on the "F" line cars! The "unusual" weather! Virus "X". The way the "100 grander" came out—"Flashco," we mean . . . We do like: The coffee machine! Our new Superintendent, *Mr. Mason!* (We miss *Mr. Cox*, too.) The "hot tie" *Benedict* wears! That lovely *"Clara"* from upstairs! The friendly "new men" now at Geary . . . *Remember the accident that can't happen usually does!*

Potrero Division

Our night dispatcher, *John Daly*, is at present on sick leave and from all reports is progressing favorably . . . Conductor *R. M. Tulich* just returned from a vacation in the snow-covered mountains of Texas. He almost got snowbound, but he and his family returned safely . . . We were all glad to see our Division Superintendent, *L. G. Marshall*, back on the job after being off on sick leave . . . That well-dressed conductor you saw walking into the gilley room the other day was none other than Conductor *Louis C. Burch* . . . Now that all have received their income tax returns, everyone seems to be trying to figure out where the money went. "I didn't earn all this." Who said that? . . . Conductor *Roy Mason* says that being a man of few words seems to solve all problems . . . Conductor *Timothy Driscoll* has left this division to accept an appointment as Airport Attendant.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

3 MARCH, 1948 Number 3

Driving In A Desert

"That must be a misprint," you probably thought when you read the topic heading above. "How many people spend their time driving in a desert?"

"Not many," is the answer. "That's just the point."

But some drivers behave as though they thought they were driving in a desert, with no one to bump into and without the slightest obligation to anyone.

Driving is a social undertaking. What you do when you are operating a vehicle is of concern to many people. What Sir Malcolm Campbell did when riding alone in his own car on the wide-open, unoccupied spaces of the salt flats of Utah was, conceivably, a non-social affair and strictly his own business. Speed "at any cost" really meant AT ANY COST TO HIMSELF. But that is a rare situation. Such speed-record driving has few points in common with your operations in every day traffic.

Your social responsibilities and obligations pile up heavily when you undertake to operate on city streets. You are personally responsible for your own passengers, for the occupants of other vehicles, for playing children and other pedestrians, for bicycle riders and animals, and for properties boarding on our roadways.

Unless you have a responsible sense of SHARING THE STREET WITH OTHER USERS and an attitude that will make you determine to operate at all times with the safety of everybody uppermost in your mind, you have no right operating at all.

Sportsmanlike Driving.

Track Department

Missing from these diggings is *Lum Il'ong*, our little Chinese welder. Lum is now working for the Southern Pacific up Nevada way. We wish him good luck in his new venture . . . *Tim Sullivan* is back after a tussle with the mutuels at Santa Anita. He can't figure out how Autocrat didn't win the handicap. Easy, my boy—just didn't run fast enough! . . . After a two-month siege of illness, *Johnny Lee* is back on the job . . . The Department extends deepest sympathy to *Daniel Griffin* and *Timothy Mahoney* in their recent bereavements.

Motorman's Ideas Show Value of Experience

Motorman Lorin Silleman of Geneva Division has forwarded several excellent suggestions based on his own experience on the front end of the cars.

One idea concerns installing special shades to protect the motorman from sun glare, which sometimes almost blinds him. Another relates to a method of signalling roving inspectors when the operator is in need of assistance.

Such letters as Mr. Silleman's show how every employee can contribute toward the betterment of the Railway. Let's have more ideas. Send them to Mr. Paul J. Fanning, Director Bureau of Personnel and Safety, 2500 Mariposa Street.

A 225-bus capacity yard is now under construction at Elkton. This picture, taken last month, shows the area before work started. The scrap will be hauled away, tracks torn up, incinerator and the small buildings removed. The main shops (large building at right) will remain for the present. Buses will enter from Ocean Avenue (foreground) and go through refueling station, inspection pits, and (if necessary) repair shop on way to storage area at rear. Exits will be on the San Jose Avenue side (left).

Commissioners Make Tour of Railway

In order to get a first-hand picture of some of the Railway's operations, Commission President Philip F. Landis and Commissioners Thomas G. Plant and Lloyd S. Ackerman inspected various departments last month. Accompanied by Manager of Utilities James H. Turner, they visited the Track Department, Central Control, Elkton Shops, Garage, etc.

They expressed great interest in the many "behind-the-scenes" jobs that are vital to the operation of the Railway. The radio system and headway recorder were fully approved.

The men who had an opportunity to meet the commissioners and explain their work to them were pleased at their obvious desire to learn about the actual details that make the Railway "tick."

The Commissioners got the "inside story" on how a bus operates. Above, Commissioner Thomas G. Plant, Garage Superintendent V. C. Peterson, Commission President Philip F. Landis, Utilities Manager J. H. Turner, and Commissioner Lloyd S. Ackerman see inner workings of bus as Mechanic Milton Harms tunes up motor. Below, Automotive Machinist Russell Reid explains function of part to visitors Turner, Landis and Ackerman.

Shop Notes

All that has been said of well-handled, enjoyable get-togethers in the past may be used to describe the Shopmen's Banquet held February 28 in revival of the former practice of arranging an annual banquet to honor retired shopmen and to afford this excellent opportunity for meeting one's fellow employees and renewing old acquaintanceships. It would take pages to go into details on all of the 115 employees present and the events that transpired; to use a unanimous summation, the evening was enjoyed to the utmost by all . . . Organization of the Summer Bowling League has been started; anyone who is interested in this sport may contact *George Anthony,* who was elected president of the League . . . *John Williams* is still recovering from his injuries but was able to attend the banquet and otherwise was looking hale and hearty. He expects to be off for several weeks yet . . . *George deTimofeev* is also recovering from his accident and expects to be back on the job soon . . . Best wishes are extended to *William J. Craig,* who resigned because of ill health, and to *William J. Mannix,* who was retired for age, both on March 1st . . . Carpenter *Earl T. Gustafson* is justly proud of little Carolyn Susan, who was born February 20.

Garage Exhaust

Garage folks aver the next time *Marshall Moxom* brings his camera in this place they'll wear their whites. *Joe McCarthy,* being a man of distinction, has already switched . . . Our very best wishes go with *Henry James* on his new job as Building Inspector. Hank was a mainstay of *Bert Stevens* in Stock Control as well as a stellar infielder and slugger on the ball team . . . *Frank Scherzer* has the Tigers busy at spring training. He needs more talent, however, and ball players are invited to report. The ol' hubba hubba! . . . *Tito Ramos* is one guy who can't be accused of having his head in a sling. His many shop tool developments have certainly been for the good of the order . . . *Ed Amiot* proudly offered stinkers because of brand new Ronald Edward . . . The gleam in *Peter Krisan's* eye is accountable to his new son, Michael David . . . We think *Joe McCarthy's* chest swelled farthest, however, when twins George Anthony and Patricia Ann were born . . . That was not our *Charlie Wong's* likeness in recent press release picture of a gambling house raid. Charlie wonders if we think he looks that bad . . . Servicemen are having a little difficulty getting used to a flat floor and fuel pumps that pump, but they assure all concerned that it won't be long before that department's service is de-luxe . . . So *Fred Martin* finally left the water front! If his feet don't dry out and crack, we know he is a welcome addition to our mechanical staff.

The large and modern offices shown here ore quite o chonge from the single cramped room which housed the Coshier's Department previously. (1) Coshier Dorothy Johnson surveys main room from her corner office. (2) Clyde Hardin tronsports money bogs while Williom Butcher checks foreign tokens. (3) Edward Lorkin ond Lorry Zucco load truck with tokens for delivery to dispatchers' offices. (4) Currency Room is occupied by Dagmar Hausmann, Lucille Buckius ond Henry Friar. (More pictures on opposite page).

Let's Get Acquainted...

Introducing the Cashier's Department

Every cent of revenue that comes into the Railway finds its way eventually to the Cashier's office, a subdivision of the Accounting Department. This includes not only fare collections, which are of course the largest source of revenue, but also the income from school card sales, token sales, San Mateo round trip ticket sales, etc.

Then there are a number of payments made to the Railway for purposes other than the purchase of rides. For instance, car advertising is a regular source of income. The Pacific Gas & Electric, Pacific Telephone & Telegraph and Western Union pay rentals for the use of poles. Collections made for damage to Railway property are turned in to the Cashier. Payments on our own insurance claims are received. Money paid by employees to replace lost passes or lost equipment is forwarded to this office.

Every token, every coin, every paper bill and every check must be accounted for by the personnel in the Cashier's Department.

Passenger revenue is counted originally by the Receiver at the division office. The Receiver's machine, in most instances, counts all coin denominations (except silver dollars) at one time. The money is sacked and forwarded to the Cashier's office where it is again counted, this time on machines which handle only one denomination at a time. The totals must tally with the Receiver's statement.

The paper money and checks are prepared for deposit by Lucille Buckius, Dagmar Hausmann and Caroline Seider. Silver is checked and sacked by Miles Londren and Joseph Riordan.

Tokens are handled by David Curtin, Ben Kaplan and Mike De Timofeev. After counting, tokens are sacked in units of 200 to go back to the division offices.

Foreign tokens are removed to be traded back with the company which issued them. These tokens come from every section of the continent and even from such far points as Australia and the Philippines. William Butcher, Nancy Jensen and Delia McCarthy take care of the foreign tokens.

All of the revenue and tokens are transported to and from the office by Clyde Hardin, Edward Larkin and Larry Zucca.

As the Cashier's office operates on a seven day week schedule, two relief men, William Schulz and Henry Friar, replace personnel on their days off.

Cashier Dorothy Johnson heads her department with ability and charm. In addition to supervising and coordinating the work of the group, Mrs. Johnson makes out the various reports which account for all the transactions of the day. She balances the tellers' totals with the control sheet showing the Receivers figures. She makes out the receipts that go to the Treasurer's of-

fice and the bank. She makes out the final daily report which shows the money received from each source and the allocation to various accounts.

The money room staff are very pleased with their spacious and attractive new offices. They have only one complaint about their work, and that is that they must be on the job at 7:00 a.m. "It was bad enough before daylight saving," they groan, "but now—it's murder!"

At the token counting machines (upper picture) Ben Kaplan counts incoming tokens while Mike DeTimofeev and Bill Shulz sack them for redistribution to divisions. The coin counting machines (lower picture) are operated by Miles Londren and Joseph Riordan.

Over-Confidence

Over-confidence is a safety hazard.

Over-confidence gets people into more trouble than anything else because it encourages them to take too much for granted.

Surveys of the primary causes of accidents among operators of automotive equipment have been made, and it has been determined that over-confidence is a major cause right down the line.

Over-confidence causes more accidents than its opposite—also a bad trait—lack of self-confidence. It proves the danger of being overly certain of one's ability to meet any emergency.

On every transit property it is known that good operators have become involved in serious accidents largely because they relaxed. They were over-confident. "It can't happen to me," they said, but it did!

It isn't the brand-new operator who gets into the most accidents; it's the man with six months to two years experience. He has just enough knowledge to lull him into false self-approval of his own operating ability. He feels he knows all the angles, can come closer, stop quicker and get away faster than the average driver. After a few more years this same operator's accident record will drop to the average for all older operators. But right now—he's over-confident—he has to learn the hard way!

How about you? Are you over-confident? If you are, you'd better stop and think a moment. It *could* happen to you!

—*Keynoter.*

Sutro Division

Dan Galvin, Sutro Timekeeper, was the author of this column for the past three months and did a marvelous job in reporting. Many thanks to him . . . Inspector *George Lindberg* helped out considerably during his stay at this division, and we wish him lots of good luck in his new assignment. We will miss him a lot . . . Conductor *Frank R. Stokes* has no leisure moments these days; he has turned painter and is doing the decorating in his home . . . Welcome to the Lady Receiver, *Miss Maybelle Paetzel,* who would appreciate the cooperation of the Conductors in having their remittances 100% in order; this will expedite her work and cause less delay to fellow Conductors when turning in . . . Motorman *Willie L. White* made a hasty trip to Grapeland, Texas, to visit his mother, who was ill . . . Receiver *Halsted E. Crawford* has had his duties as well as hours changed, and we hope the change will agree with him. He does detest getting up early, or does he? . . . Haircuts have gone up in price, but this will not worry Instructor *Ray Thompson* who has four children which would mean five dollars per visit to the barber shop. Ray has obtained a new pair of clippers and evidently will be barber for the family . . . Conductor *James Healy* brightens up the rear platform of the cars on "C" line with his cheery smile and pleasant word to everyone . . . Our courtesy expert made the headlines with a photo printed in the last issue of Trolley Topics and is to be congratulated; we mean Conductor *L. B. Delaney.*

On Our Cover

Patrons of the "J" route get some attractive scenery along the way. Our cover picture shows a car coming through Mission Park just above 18th and Church Streets.

Trolley Topics

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Sympathy

John M. Headden, Geneva Conductor, died of heart disease on March 1st. He had had an outstanding record during his 40 years of service with only two oversleeps entered against him, one in 1909 and one in 1910. He started at 28th and Valencia Division in 1908.

Athur G. O'Toole, Sr. ERSM at Elkton Shops, died on February 9th. He was 66 years old and a native of Australia. He had been employed by the Railway since 1915.

Andrea Petrocchi, Track Department Laborer, died suddenly of a heart attack while at work on January 20th. He had served the Railway for 39 years, starting in 1909.

Geneva Division

The Blessed Event Department is very busy these days and extends congratulations to Conductor and Mrs. *Bob Alexander* on the birth of a baby girl on February 26th; also to Motorman and Mrs. *C. Bedford* on the arrival of young Clifford on January 16 . . . And Conductor *William Navas* is expecting an addition to his family which should arrive by the time this edition is out . . . There is always someone trying to catch a bus, but did you ever hear of anyone trying hard *not* to catch one? For details, see Conductor *Jim Barnett!* . . . Our night dispatchers, *George* (Wing Lee) *Simpson* and *Les* (Paint-em-up) *O'Connor,* are considering going into business. George is working on a laundry service, and Les is painting run numbers and already guarantees a first-class paint job. Another business aspirant is Receiver *Jack* (Donuts) *Wehren,* who has an eye on the doughnut business now that we have a coffee machine . . . After planning for hours what he was going to do with an overtime check, Dispatcher *Ken Watters* dutifully turned it over to the Mrs. after his friends had let the cat out of the bag. My, how news does travel, Ken! . . . With the price of eggs what they are today, Conductor *Georgie McGrath* was quite upset when a young lady dropped a bag of them on his car one night . . . This Division was deeply saddened by the death of Conductor *John M. Headden,* Cap No. 13, who passed away March 1. This faithful and well-loved employee had had only two oversleeps in 40 years of service.

Washington-Mason Division

Our division had a very large sick list for the month of February. We are glad to see the following men back in harness again: *Alfred Kohl, Richard Wolf, Albert Bannen, Colvin Westbrook, William Groff, William Jones* and *D. G. Koulos;* to *Alex Franks,* who is still ill, we wish a speedy recovery . . . Our genial morning dispatcher, *B. C. Campbell,* and *Nick Papadakis* came to bat against "Old Man Flu" and were struck out. Both are on the job again, going strong . . . It is with regret that we call attention to the passing of one of the old-timers, *John Herlihy.* Those who knew him will always remember his infectious smile and good nature . . . We hope our good friend the rabbit will bring a very happy Easter to everyone.

McAllister Division

(This is Maybelle Paetzel's last column for McAllister Division as she has been transferred to Sutro barn. Many thanks, Pat, for a grand job of reporting, and lots of luck in your new location.)

Congrats are in order—popular *A. Kraeber* took the big, big step. Now you gals will just have to look for somebody else! . . . Turning in his money and getting out of the barn in about three minutes flat to make that last bus, is something we'd like to see. But he was known as *"Whirlwind Roy Kenny"* in them days . . . While *Paul Romo* was raising the flag February 23, one of our Conductors suggested, "Leave it at half mast." Romo asked why. The Conductor replied, "Well, George Washington is dead, isn't he?" . . . M (Big Boy) *Parker* told your reporter that while he was getting dressed the other morning preparatory to coming to work, he was watching his cat play with a mouse. All of a sudden the mouse got away from the cat and ran up his trouser leg. Yes, the house almost came down. All 280 pounds of man against a poor little teeney weeney mouse, but the battle was finally won though not without a little noise. And do you know what he said when it was all over. "What a revolting development this is!" Saying goodbye to all of my many friends here was one of the hardest jobs I've ever had to do. So now, the very best of luck to all of you.

Doyle Helms is getting some expert coaching from veteran gripman James L. Buskirk, who has an enviable record for smooth, safe and efficient operation. Washington-Mason is proud of these men, both of whom have also received plaudits for exceptionally neat appearance and courteous conduct.

Line Department

The venerable old vise was gone, and for a brief moment the Line Department knew terror. Rich in tradition and sentimental value, it had vanished without a trace. Stunned unbelief quickly shifted to distrust and suspicion as angry glare met angry glare. The mounting hysteria was the setting for the entrance of *Ed Dillon,* recently of wide Police and Burglar Alarm experience.

He swiftly weighed these facts: *Orville McCoy* thought it had been there at noon. *Jim Wickstrom* was positive it had been there that evening. *Ed Kennealy* was sure that it had disappeared during the afternoon. *Chuck Edmonston,* the night man, could shed no light on the matter.

The vise, Dillon reasoned, was bulky and would have been noticeable if carried from the shop. A quick survey of the premises led him to a neat pile of second-hand nuts and bolts at the far end of the room. There stood the vise.

His solution: *Alex McDonald,* crowded for space, had temporarily removed the vise and neglected to return it.

Traffic Congestion Can Be Reduced By Greater Use of Public Transportation

San Francisco is only one of hundreds of cities that are attempting to find a solution for downtown traffic congestion. Engineers all over the country are working on the problem. It is predicted that by 1950 there will be 810 passenger cars for every 1000 families. Cities whose downtown areas were shaped before automobiles were widely used cannot easily be redesigned to fit such a pattern.

Many plans have been tried to relieve congestion. For instance, extra lanes have been made available for traffic by keeping parked cars off the streets. "Tow-em-away" plans similar to that which was put in effect this month by our Police Department have proved helpful in many cities. On the other hand, experience has shown that downtown underground parking areas tend to encourage rather than discourage traffic, and such plans are being abandoned elsewhere.

Probably one of the most effective means of relieving the situation is the use of public transportation. Surveys have shown that automobiles take up approximately 15 times as much room per passenger carried as buses or street cars.

Obviously then if San Franciscans can be influenced to use our transit system, the traffic situation would be greatly improved. We might then reverse the vicious cycle wherein congestion produces service delays resulting in more passengers taking more automobiles to produce even greater congestion.

However, the public cannot be forced to accept our transportation. They will have to be "sold" on the service we can offer them. When they are convinced that they can get a fast, safe, comfortable ride to and from town, they'll be willing to leave their cars at home. And when they start leaving their cars at home, the better and faster our service will be.

Office Chitchat

Genial *Jim Duffy* really knocked the B10 Accountant's examinations over; Jim passed No. 1 on the Retirement System list, No. 2 on the Controller's, and No. 3 on Public Utilities . . . The amazing Grays are still only one game off the pace in the Municipal Bowling League. *Ray Farrell's* "wonder" boys (everybody wonders how they do it) have captured 37 while dropping only 23, to remain one contest behind the Schools and Registrars, who are in a tie for the loop lead. The Golds are in 5th place with 36 and 24, while the Greens trail at 28 and 32 . . . *"Poundin' Paul" Frasher* mowed the maples in a one-man practice show at Lincoln Bowl recently. He amassed a 671 total with 222, a 225 perfect, and a 224. Frasher missed only once (a 7-pin in the initial frame) and had only one split (in the 3rd game). In short, "Pinky" really "pinked" 'em . . . *Earll King* performed a most unusual feat while anchoring the Grays to a two to one victory over the Registrars. Earll had to mark to capture the game and came up with the 4-7-10 split, one of the widest of the wide. Earll cooly stepped up and made it, to send *Bill Geddes* and his gang home talking to themselves . . . *Connie Morena* of Geneva Personnel was pretty thrilled about the lovely farewell party and beautiful gift she received when she left the Railway last month. *Wm. H. Scott, Bill Bendel* and *Dolores Shea* came over from Geary to join in on the "send-off."

Retirements

Benjamin W. Ayres, Sutro Conductor, retired January 1st. He had been with the Railway since 1909.

John Brugaletta, Machine Tool Operator at Elkton Shops, retired February 1st. He joined the Railway 41 years ago, in 1907.

John Casey, Inspector in the Schedule Department, retired March 1st. He started with the Railway in 1914.

William J. Craig, Janitor at McAllister carhouse who has been on sick leave for several months, retired on March 2nd. He had a 49 year service record, starting in 1899.

Peter Conway, Potrero Motorman, retired November 1, 1947. He joined the Railway in 1918.

Arthur S. Kelley, Geneva Conductor, retired February 1st. He started in 1914.

Henry C. Nelson, General Clerk in the Transportation Department, retired on March 1st. He had been employed since 1924.

William S. Sullivan, Potrero Conductor, retired February 15th. He had been with the Railway since 1914.

Everyone had a grand time at the shopmen's banquet. Upper picture was taken from end of speakers' table; lower picture shows another section of group.

24th Street Division

The baseball season is just around the corner, and "spring fever" has hit 24th Street Division with a bang. The spring training season, due to start soon, is expected to find forty aspirants out to try for positions on the starting line-up. With the mainstays of last year's team as a nucleus, a strong contender for the title of the Muni Employees' Softball League is assured. Among those returning are *"Curly" Regan, "Jockey" Coleman, "Umpire" Brower, "Catcher" Neulon, "Glamour Boy" Johnson, and "Home Run King" Myerson.* Newcomers expected to show well are *Walt Stone* and *Eddie Higgins . . . Jim Ownby* became a proud father and passed out the well-known cigars; all three are doing nicely at this time . . . *Jack Ruhlin* is thinking seriously about something these days. It looks as if he is going to settle down at last and raise some chickens . . . Former driver *Stephen Tomola* is now a Power House Operator at Geneva substation

Retired Shop Men Honored at Banquet

Reviving a custom which was discontinued during the war, Railway shop men held a banquet on February 28th honoring the men from their department who retired during the year.

Good food, good companionship and excellent entertainment made the evening a delightful occasion, and the men are already eagerly planning for next year's party.

Thirteen of those who retired during 1947 were able to be present as guests that evening and were introduced by Toastmaster Robert Clarke. They were Herman Kestler, William Davidson, Walter Attridge, William LaPointe, Robert Beatty, Lloyd Sellers, Robert Plunkett, Gus Lovett, Jerry Brady, William Lang, James Crosby, Warren Shufelt and Hugh Thomas. Other honored guests included General Manager William H. Scott, Superintendent of Equipment and Overhead Lines W. C. Bendel, Superintendent of Equipment Charles D. Miller, and Garage Superintendent Victor C. Peterson.

Some unknown and much appreciated talents were revealed on the program. Al Tassi played the accordion; Stanley Zack gave some violin solos; and William Rushing sang cowboy songs with his own guitar accompaniment. The audience, unwilling to let their own vocal talents go unappreciated, joined in for some community singing.

Frank McQuaid was chairman of the arrangements committee and was assisted by John Morgan, Overhead Line Department; Albert Tassi and Paul Romo, McAllister; John Williams and Emil Kullberg, Geary; George Anderson, Potrero; James Maughan, Sutro, Frank Smith, Geneva; Isaac Hind, Main Shop; Henry Rist, Paint Shop; and James O'Donnell, Washington-Mason.

The Red Cross is making its annual plea for money to carry on its vital work. Every service performed by this organization is in the cause of humanity. Won't you give so your Red Cross can continue to serve?

TROLLEY TOPICS
MUNICIPAL RAILWAY S.F.

3 APRIL, 1948 Number 4

TRACK RECONSTRUCTION ON MARKET STREET

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

Joseph McCowan, Sutro. "He got down on the step (as the visibility was very poor owing to the downpour) and motioned to the autos that he was turning, thus avoiding an accident; he showed courtesy and consideration for his passengers."

Louis Silverfield, Geary. "The young sailors were shivering with cold. The conductor took off his overcoat and covered the boys with it. A fine fellow and really human."

David Knoth, Washington-Mason. "I lost a treasured lapel watch on the car, and this honest man promptly turned it in. Please forward this reward."

William E. Willoughby, 24th Street. "When we got on the waiting bus he was very kind and courteous and mentioned the fact that he saw I was going to have a baby and he didn't want me to run."

Kenneth Scott, Potrero. "His courtesy in assisting a blind passenger was a pleasure to see. His appearance is a credit to himself and to the Railway."

B. Barbero, Geneva. "This particular conductor not only calls the streets but helps young and old if they need help."

Gordon Jensen, Inspector. "Mr. Jensen offered his services when they were most needed, and I am indeed grateful. Such prompt and gracious response in a moment of stress merits due appreciation."

L. B. Delaney, Sutro. "He helped women with children on and off the cars . . . he displayed notable courtesy and safety measures."

William E. Stockfleth, Fillmore "He should be commended for his helpfulness to old people, his manner in calling out the streets, and his all around courtesy."

A. J. Campillo, Inspector. "Such prompt action showed real executive ability and is deserving of the highest praise. Emergency planning like this is real railroading."

C. R. Johnson, Geneva. "He handles the crowds with dispatch and routes buses in a most efficient manner."

Arthur Cove, McAllister. "He sets a fine example for other carmen in calling out street stops clearly and loudly, and appears to handle his job in bang-up fashion."

Others who were commended were: *Mary Ball,* McAllister; *Daniel Brown,* Potrero; *Elbert Barnes,* 24th Street; *J. W. Fields,* Sutro; *Joseph Montelone,* 24th Street; *Clifford Willett,* Sutro; *LeRoy Daigle,* McAllister; *Joseph A. Ferretti,* Inspector; *Roy Mason,* Potrero; *Oliver Gildea,* McAllister; *G. W. Cushing,* 24th Street; *Virgil Packard,* Geary; *D. P. Tufo,* 24th Street; *Harold Engle,* Washington-Mason; *Ernest Kienast,* Potrero; *Marion Fullilove,* Geary; *Charles Bluecher,* Sutro; *William Clifton,* Potrero; *Orrin Johnson,* Geary; and *Robert Johnson,* Potrero.

On Our Cover

This panorama of downtown San Francisco showing a section of the track work on Market Street was photographed from the 15th floor of the Hughes Building at Sixth and Market. Our thanks go to Mr. John Daniels of the California Western States Life Insurance Company for the use of his office in taking this and other pictures of the reconstruction job.

Shop Notes

Elkton's two bowling teams are now all set and ready to take on all comers in the Summer League which starts April 29th at the Mission Bowl. The teams will meet at 7:00 o'clock on Thursday night of each week. With the advantage of a year's bowling experience behind them, which most of the players didn't have before, it is expected that some better records will be established this meet. Meanwhile, the three game total of 671 recorded in the last issue of Trolley Topics for *Paul Frasher* of the General Office is causing the Elktonites some concern, and they are buckling down to business in their Sunday practice sessions. Just to illustrate that improvement is open to all, a former Elkton Nut, *Frank Assalino,* (no offense, Frank, just the team name, you know) recently churned out a 255 score for a 3-game average of over 200. A disconcerting sidelight on that day confronted *Johnny Swanson* of the Mission Bowl, who thought he had a pretty well equipped alley until *Frank McQuaid,* a newcomer to the fold, stepped up and asked for size 12½ shoes. The best Swanson could offer was a pair of shoe boxes, but Frank went on anyway and came up with a 144 game after 15 years away from the pins . . . *Mark McNealy,* who retired March 31st, was honored at a banquet given by his fellow employees of the Machine Shop. Mark, still 70 years young, intends to take things easy for a while and will be out to see us occasionally . . . *Jim Davies* and *Howard Bates* returned to San Francisco during March. They expect to settle down here now which is good news to their many friends.

"Breaking in on the buses" is a popular occupation these days. Here a group of Geary Motormen are getting instruction from Dick Furth of the Training Department. Left to right, Herman Schoen, John Parks, Instructor Furth, E. C. Holford and Samuel L. Sharp.

Bureau of Engineering

The Bureau of Engineering has tripled in size since the last edition of Trolley Topics. New employees include the following: *Al Boardman, Wiltrud Bratt, John Carlson, Roy Davies, Elmer Dini, Howard Grant, Byron Hogan, Len Jeffers, George Killin, Jr., Al Kritscher, Philip McCall, Sam McCarl, Bill Merritt, Dick Porter, Ray Remmel, Ed Ross, Leon Shew, Gail Smyth* and *Morris Seaman* . . . Congratulations are in order for *Bill Merritt* and *Morris Seaman*. Their wives each presented them with a new addition on the same day. Bill's was a boy and Morris' was a girl. . . . Wedding bells will ring for *Danny Lucey* on the second of May. The lovely bride-to-be is Phyllis Scola from the Marina District . . . *"Haz" Singh* is in St. Louis inspecting the ten new streamliners which will go into service this summer. Delivery is also expected on 24 new trolley coaches before very long . . . *Charlie Maury* is doing a fine job on the new Elkton bus yard, which will give the "new look" to the area at San Jose and Ocean Avenues.

Office Chitchat

After a half-dozen happy years at the Railway, *Jim Duffy* bid us adieu last week. Big Jim accepted an Accountant's call in the Controller's office. His fellow workers gave Duff a *"tres jolie"* Parker "51" pen and pencil set, which was presented to him by *William H. Scott*, our General Manager. *Kenny Long* also took the big step, leaving the Railway to take a Bookkeeper's position at San Francisco City College. We all wish Jim and Kenny well in their new jobs, and hope that their paths will lead ever upward . . . Geneva office employees are keeping the hospitals busy with *Esther Brosamle, Mary Durkin, Joan Sadowski* and *George Taylor* all taking their turn during the past few weeks . . . *George Quinn* gave away his charming daughter Muriel in a lovely wedding ceremony at Mission Dolores this month . . . *Ted Green* returned from his vacation in Mexico and said those senoritas were pretty cute . . . *Dan Brogan's* son and daughter-in-law flew here from Long Island to see him and give him a chance to inspect his brand new grandchild . . . At long last the Municipal Bowling League has come to a weary finish. After 26 weeks of rolling, the Golds finally overhauled the Grays in the very final game by a margin of 45-33 to 44-34. Of the office teams, the Golds finished in a three-way tie for third place in the 14 team loop, the Grays in sixth, and the Greens in a tie for ninth position, having captured 37 games while dropping 41 . . . We were all saddened to learn of the death of *Charles J. Bashford*, former Supervisor of Schedules, who retired last February after 47 years service. Mr. Bashford died April 4th following a leg amputation.

Our Sister Utilities

A "Certificate of Merit" award was presented to Airport Manager *B. M. Doolin* by the Aircraft Owners and Pilots' Association in recognition of the outstanding service he has given to private planes who have used San Francisco Airport. The presentation was made in Mayor Elmer E. Robinson's office by Mrs. Rita Penlon, Secretary of the local chapter . . . *Ethel Cullen* of Hetch Hetchy has been in St. Mary's Hospital for an operation . . . Did you know that *Elma Heitmann* of the Bureau of Light, Heat and Power had a singing engagement with the San Carlos Opera Company? . . . The Airport's *Harry Pachtner* has acquired the title of "Professor" along with his new specs . . . Hetch Hetchy Chief *A. O. Olsen's* wife and daughter are going on a trip to Sweden this summer . . . *Ken Graham's* picnic committee are making great plans for the annual outing at Sigmund Stern Grove on May 6th. Employees at 425 Mason Street can look forward to a grand dinner including meatballs, spaghetti, salads, rolls, pie, ice cream, etc. In addition there'll be dancing and perhaps some entertainment by the local talent.

"Watch Out for Kids"

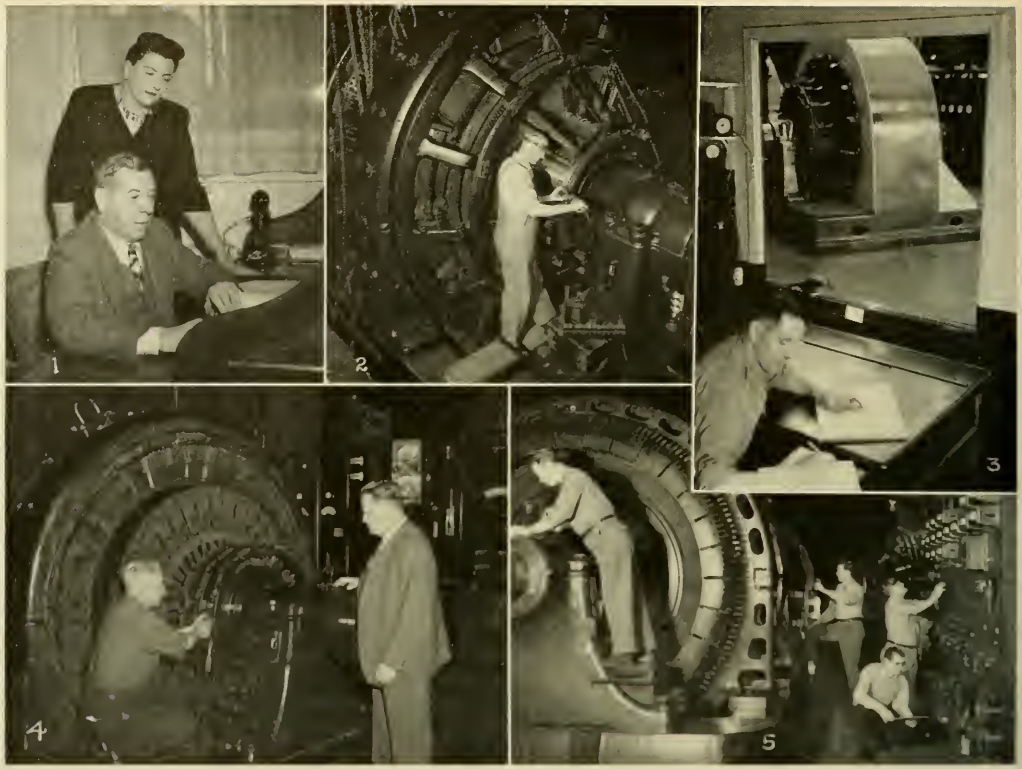
The lives of 51 children less than 14 years of age were taken by accidents in San Francisco during 1947. More than 600 children in this age group were injured in traffic mishaps. This toll of death and injury to our child population exceeds that of any disease.

The San Francisco Chapter of the National Safety Council is conducting a special safety program to help reduce these tragic figures. They list the following safety rules for drivers:

1. Always "watch out for kids."
2. Drive with extra caution whenever you see children.
3. Take it easy; drive at a safe speed.
4. Keep clear of children on bicycles. Right or wrong, they are defenseless against a motor vehicle.
5. It's up to you to avoid youngsters on tricycles, roller skates, scooters, and coaster wagons.
6. Keep a sharp lookout for children who might dart out from between parked cars. Be especially watchful in school zones and residential areas.
7. Be ready for the unexpected whenever you see children playing in or near the street.

24th Street Division

It looks as though the Bus Drivers will have a good representative Softball Team this year. In the first two games the victors trounced the Garage 26 to 14 (was it a football game?) and trimmed the Park Department 11 to 9. The team will surely miss the services of *"Curly" Regan*, star pitcher who is in the hospital. Manager *I. Myerson* is on the spot because he has a 20-man squad and will have to cut the group to 15 before April 19th when the Muni Employees' league starts. The baseball squad now consists of *J. Alexander, J. Pirkey, E. Menifee, C. Johnson, R. Bini, J. Byrnes, E. Coleman, J. Murray, J. Brower, V. Connelly, R. Rustice, G. Wedyke, J. Regan, E. Samenskey, K. Bowlin, G. Kennedy, E. Kerr*, and *B. Antoni* . . . "Money Bags" *C. Hardin* has become a proud grandfather. He doesn't look much older . . . Operator *R. A. Blanquie* has become the proud father of a baby girl. The usual cigars were passed out and accepted with delight. Congratulations . . . The picture on last month's Trolley Topics showing the "J" car also includes the picture of *J. McGovern's* boy standing on the viaduct . . . Dispatcher *Walter Davis* is still off sick, and everyone misses him a lot.



Let's Get Acquainted...

Introducing Motive Power Department

"No admission. Danger!" Very few people ever get behind these signs to see what goes on at the various powerhouses.

The Motive Power Department is a little known but extremely vital part of the Municipal Railway. Under the general supervision of William C. Bendel and Charles D. Miller, the six substations and the Cable Machinery Department at Mason and Washington furnish the power for the numbered cars, the two trolley coach lines, and the cable driving motors. Elkton Shops also receive power from Geneva Substation.

This department works closely with the PG&E Company, who own much of the large equipment in our substations. The substations receive 11,000 volt AC power and convert it to 600 volt DC power for trolley lines. Employees in the substations maintain a daily record of total kilowatt hours and take half-hourly readings of the maximum demand. The operators must also closely watch the operation of equipment and load changes and must be on the alert for any emergency.

Daily records are sent to the Motive Power Office at Turk and Fillmore, where they are compiled. The total number of kilowatt hours must coincide with meter readings. As the charge for power is based on the kilowatt hours and maximum demand, the figures must be accurate. A detailed report of the readings is prepared for the PG&E Company the first of each month by Alyce Gates, the popular lone woman member of the Motive Power staff. She also handles payrolls for this department and monthly employees of the Cable Machinery Department as well as general office work for both departments.

Turk Street Substation, at Turk and Fillmore Streets, supplies power for lines north of Market Street; Bryant Substation, at Bryant and Alameda Streets, supplies upper Market and south of Market Street lines; Geneva Substation, at Geneva and San Jose Avenues, supplies Ingleside District and outer Mission to the cemeteries, and Millbrae Substation, at Millbrae, supplies the interurban line from the cemeteries to San Mateo. These are the oldest of the substations, all having been in operation prior to the 1906 fire.

Eighth Avenue Substation, on Eighth Avenue between Geary and Anza, was built in 1915 and supplies the Rich-

(1) In the Motive Power Office at Turk and Fillmore, Superintendent Fred Cook and Alyce Gates handle administrative functions. (2) Electrician Harold Mayers works on a 2000 horsepower generator at Geneva sub. (3) Meter readings are being recorded by J. W. Coy in the Downtown station. (4) Sr. Operator S. Shephard checks equipment at Eighth Avenue station while D. Leskinen looks on. (5) T. O. Mather, Wm. J. McCarthy, Sr. Operator H. G. Lamb and (kneeling) S. Tomola are pictured at Geneva substation.

mond and Sunset District lines, while Downtown Substation, on Stevenson Street near Second, built in 1921, supplies all of lower Market Street and Mission Street lines. The cable driving machinery at Mason and Washington was originally operated by steam engine but is now driven by electric motors.

All the stations operate on a 24-hour basis, with one operator on each 8-hour shift. Bryant and Turk stations, being the largest, require an additional man on the morning and afternoon shifts. Of the 25 Operators and Sr. Operators employed, 13 have been with this department more than 20 years, and another four have been employed more than 10 years. The newer employees seem to like their jobs equally well.

Fred E. Cook, the present Superintendent of Motive Power, began his career in 1907 with the United Railroads doing electrical construction work. He rapidly progressed until in 1916 he was assigned as Chief Operator at Turk Street station. Several years prior to consolidation of the two systems, he was assistant to W. T. Bivins, then Superintendent of Substations. When Mr. Bivins retired in 1946, Mr. Cook was assigned to his present position. He doesn't like desk work, however, and spends as little time as possible in his office, preferring to assist with repairs and maintenance in the substations.

Power House Electrician Harold Mayers, who has been with the department since 1917, is an able assistant to Mr. Cook. These two handle all repairs and maintenance for the substations, which sometimes necessitates rewinding of the large motors and generators, with the assistance of Operators when necessary.

While the Cable Machinery Department is considered in some respects as a substation, it has so many additional features that it will be presented in a separate article at a later date.

We Did It Again!

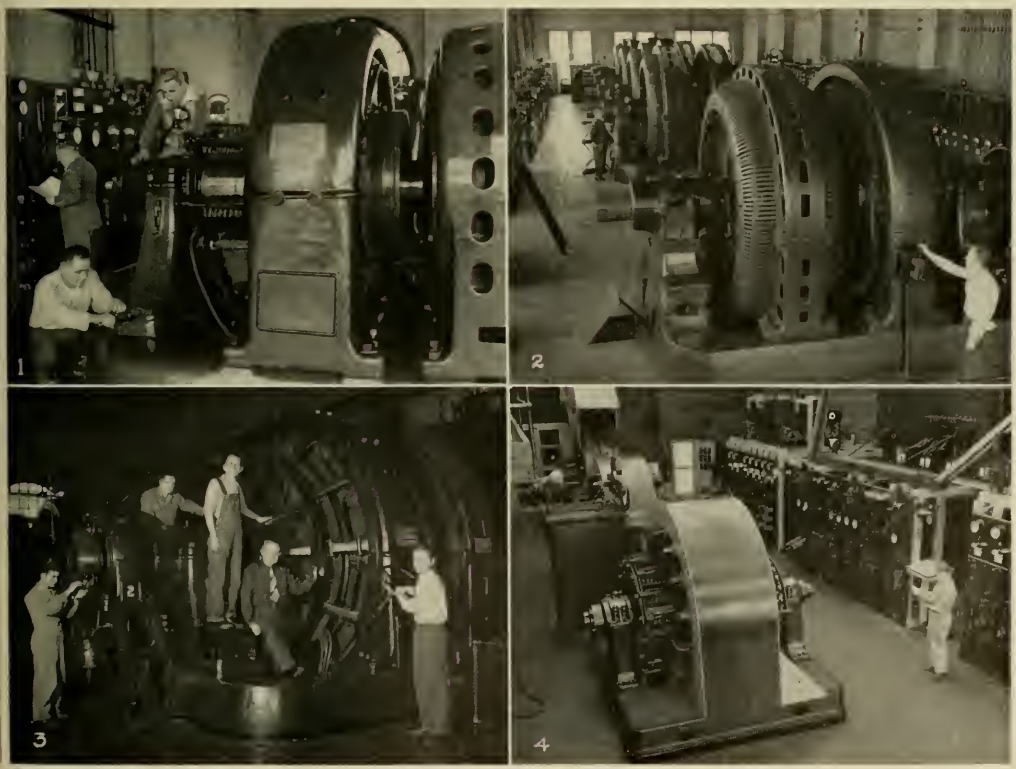
Another boner!

The editor makes them often enough, but we didn't want our good friends, Jim Bittles and G. N. Magnuson, to get the blame for this one.

Last month when the galley proofs were being shuffled around to fit into the "lay-out," the strip containing the Potrero and Fillmore columns disappeared. We don't know how; we don't know where. We do know that they came back from the printer though, so it's no one's fault but the editor's.

Jim and Maggy have been getting the razzberry for falling down on the job. Sorry, fellows. We won't do it again.

(1) Sr. Operator J. C. Timmer (foreground) with J. V. Feeney and R. B. McMurray keep things shipshape at Millbrae sub. (2) H. G. Nicholson and Jack Ruster are on duty at Turk Street substation. (3) Bryant Street sub is manned by A. Sabella, T. O. Mather, Sr. Operator C. Curryer, H. F. White and M. Williams. (4) Another view of Downtown substation shows Operator Coy at the right.



Shangri-La! Here We Come!

The office chefs are busy comparing recipes for barbecue sauce preparatory to the Annual Office Employees' picnic to be held on May 23rd at Shangri-La. Angelo Landi and J. D. Brogan are making mouth-watering plans which include steaks, barbecued ribs of lamb, hot dogs, baked beans, salad, etc. In addition to two big meals, there will be swimming, dancing and games for all.

Chairman Landi asks that all employees who wish to go by bus notify him before May 1st so that arrangements can be completed with the Greyhound line for chartered coaches. Others who plan to furnish their own transportation should also make reservations by May 1st so that the Committee will be able to prepare accordingly.

Potrero Division

Quite a number of employees at this division have been off sick and a number are still away. To those who have returned, we welcome you, and to those who are still off, we wish a speedy recovery . . . We wish to congratulate Conductor *R. Crockard*, whose wife presented him with a beautiful baby girl. Both mother and baby are doing fine . . . By the time this issue is published, our Receiver, *Ernie Perotti*, will have started on his new assignment as Inspector. We surely enjoyed working with you, Ernie; good luck! . . . Motorman *Paddy Gibson* returned home from the hospital a few days ago and is feeling much better. Paddy was involved in a serious accident some time past . . . Most of the boys at this division are saying, "I do" these days, but it's not what you think. They are saying "I do" want to break in on gas and trolley coaches.

Sutro Division

Night Foreman *Tom* "Handyman" *King* is at a loss this time in his efforts to repair our radio. However, he is still hopeful that someone might weaken and contribute, but who? . . . Urge to Kill: Saturday afternoons when Motormen and Conductors alike want to flop the last half of the day's work to go to Bay Meadows. Certain individuals have no regard for anything when they have a possible chance to see the horses —not even Dispatchers, Timekeepers or Receivers . . . Conductor *Theodore E. Dudka* celebrated in advance and has gone to Reno to be married. Congratulations! . . . Receiver *Halston E. Crawford* has now earned the reputation of best-dressed man at this division. What could possibly be the cause for this—perhaps the newcomer in our midst? . . . *Jim Maughm*, Night Foreman, might use a screen when changing his coveralls or close the door. Beware of peepers, Jim . . . New babies are expected soon at the homes of Motormen *Andrew Lee Brown* and *Nelson L. Brown*, father and son. Nelson will be papa first, according to reports . . . Motorman *John T. Harris* left on a vacation trip to the Lone Star State and looked mighty happy . . . Former Shop Foreman *Howard R. Bates* has returned from Syracuse, New York. The extreme cold winter did not agree with him. He tells us he did more shoveling there than he ever did in his life before. He shoveled coal in, shoveled ashes out and shoveled snow away. (Good old San Francisco!) . . . Conductorette *Ida M. Kime* would like to collect for the Red Cross daily, especially in cold weather. She claims it beats giving bells from the rear platform—this in spite of the ribbing she took from the other hired hands.

WHAT IS A PASSENGER?

A PASSENGER is the most important person in our business.

A PASSENGER is not dependent on us—we are dependent on him.

A PASSENGER is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to serve him.

A PASSENGER is NOT an outsider to our business—he is part of it and the biggest part.

A PASSENGER is not someone to argue with or match wits with—or even try to outsmart. NO ONE ever won an argument with a passenger.

A PASSENGER IS A PERSON and not a statistic. He has feelings, emotions, biases, prejudices and wants. It is our job to satisfy him. If the service has been a satisfaction to him, a pleasure in its use, we can expect him to be both a repeater and a booster—and all to our profit.

"The most pleasant bus driver it has ever been my experience to ride with." R. H. Simpkins has been described in similar terms in many letters from his passengers, both when he was a motorman at Geary Division and since he transferred to the bus garage. He merits attention on many counts—courtesy, neatness, smooth driving, helpfulness, and attention to safety.

Fillmore Division

Mary Arney, *Bill Northway*, *Henry Benjamin* and *Fred Johnson* are still on the sick list and doing fairly well, all of them; we hope to see them back in harness very soon. It was good to see Motorman *Luther Milliken* back again after being off sick for six months . . . Motorman *Gilbert Haddou* arrived back from vacation and reports gardening in his backyard was great . . . To Conductor *Pat Connolly* we extend condolences on the passing away of his wife . . . Dispatcher *Emory Dutcher* is now sporting around with a real automobile (Oldsmobile). Happy travelling to you and family . . . The old welcome mat is hung out for *Charlie Welch*, who is doing a good job at the window with a smile for everyone . . . The Division Gilley Room has machines galore now. Every kind but a sandwich machine . . . Dispatcher *Skip Sawyer* and family will soon be on their way to Palm Springs for a well-earned vacation. Motorman *Albert Logasa* can now be seen on the front end of a No. 25 car, and from reports is doing well . . . Our Superintendent's horses (the ones in the office) are being well taken care of and we are sure of no doping scandals or fixed races here. Everything is on the square with these horses.

Geneva Division

Dispatcher *George Taylor* was suddenly taken ill and has been in the hospital. We all hope he is back on the job by the time this edition is out . . . We wish to extend condolences to Conductor *John Cheek*, whose wife passed away in March after a long illness . . . Conductor *Tom Gowanlock* has been on the sick list after straining his back . . . All the dogs in the neighborhood are hiding in doorways with their tails between their legs these days. Could this have any connection with Relief Dispatcher *Bill Mahoney*, who has been breaking in on the buses? . . . Walking with a slight limp, Conductor *Curt Williams* claims that he was stung on the bottom of his foot by a bee one night. What were you doing in your bare feet at that time of the night, Curt? . . . Dispatcher *Kenny Watters* insists that those extra lines in his forehead are not caused by the recent increase in the price of haircuts as he has a favorite bowl at home . . . The best wishes of this division go with *W. A. Williams, John T. Glennon,* and *William Loomis,* who retired during March. Conductor Williams had been with the Railway since 1918, Conductor Glennon since 1919, and Conductor Loomis since 1921.

Washington-Mason Division

The latest news from this division is our quarterly sign-up. We are happy to report that all the boys managed to remember that it was effective on Sunday, April 4th. There were no errors in reporting for duty. Good work, boys . . . A lot of the fellows missed *Nick Papadakis* on the corner Sunday and wanted to know why. We had no answer for that one at the time, but the mystery is solved. It was his birthday. Congratulations, Nick. Here's another one for you —call Nick grandpa and watch the smile! . . . Will someone please inform the writer who is the Gable of the Cables? Maybe we have a star in our midst and don't know it . . . A nice commendation and reward were received by *David Knoth* for his honesty in returning a lapel watch lost on his car . . . It seems that we have several new papas around the diggings lately. How about some of those fond baby pictures? We may be able to see them published. Just put them in an envelope with the name, age and daddy's name and stand by.

(This sudden interest in babies on the part of reporter John Hurst may be explained by the fact that he recently became the father of a 6-year-old boy by adoption. And is he proud of little Joseph Michael!)

Anticipation

An attitude of mind that the good operator must cultivate is the ability to think and feel ahead. When you are traveling in a stream of traffic with the roadway unfolding before you, you are going to be confronted continually with situations which may develop into hazards unless you take the appropriate actions to avoid this result. But every one of these has had its causes: it was in the process of developing some time before it became an acute danger. An expert operator develops an ability to think, and feel, ahead. He picks up little disturbances that may develop into serious situations and he gets into position to meet them some time before they actually occur.

The good operator has a knack for knowing what other cars are going to do, whether they are going to turn right or left or stop; he has observed, for example, slight changes in their speed and position which the average operator might never notice. A thin trail of exhaust smoke coming from a parked car down the road warns him that the car may pull out into the traffic at any moment, possibly without warning. Pedestrians hesitating at the curb and engaged in animated conversation are a warning to him that they may step into the road without making sure that the way is clear. A child or a bicycle is a definite warning. So is a ball rolling across the road ahead, for a child may suddenly dart out after it. Cars roaring up behind, when traffic is flowing in an unbroken stream, warn the expert that he may have to slow down to avoid being side-swiped as they cut in. Even the various seasons of the year and hours of the day have their special hazards for which he is prepared.

Trolley Topics

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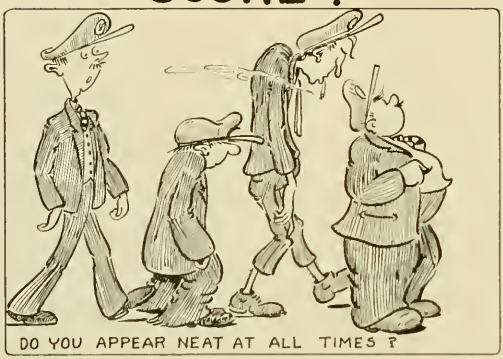
The ability to see and think ahead, to anticipate, makes it possible to avoid situations that call for quick and desperate action. An operator who has this ability does not need to take chances, and he is always thinking and feeling so far ahead of what is immediately happening that he has time to avoid such situations instead of having to meet them. He operates steadily and easily at a fair rate of speed and seems to miss getting into trouble as though by magic, when in reality his smooth operating was only the result of foresight. The cultivation of this ability to see and think ahead is very definitely a part of the art of driving. —"Man and the Motor Car"

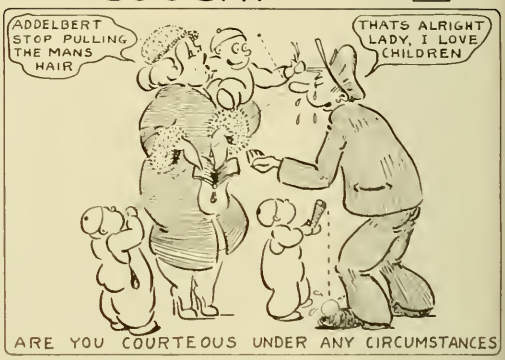
This attractive new entrance on the Presidio Avenue side of Geary carhouse was designed by Architect Charles F. Maury. Several new offices, a storeroom and various utility rooms (boiler room, furnace room, switch panel, etc.) are located in this newly remodeled section of the building.

WHATS YOUR SCORE ?

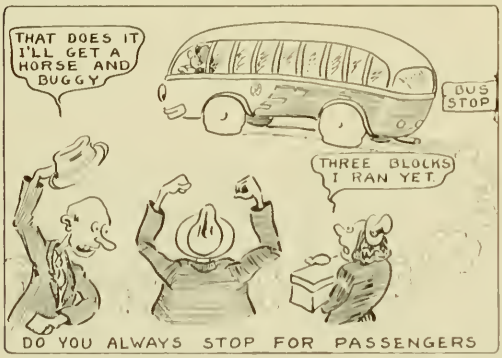
GOOD----------☐
SO-SO----------☐
LOUSAY-------☐



DO YOU APPEAR NEAT AT ALL TIMES ?



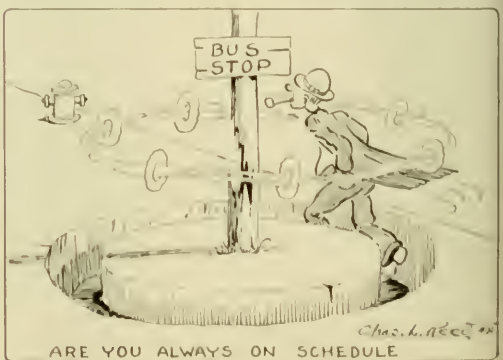
ARE YOU COURTEOUS UNDER ANY CIRCUMSTANCES



DO YOU ALWAYS STOP FOR PASSENGERS

DO YOU OBSERVE ALL SAFETY PRECAUTIONS

ARE YOU WATCHFUL ABOUT COLLECTING FARES



ARE YOU ALWAYS ON SCHEDULE

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

CHAS. L. REED

e 3 MAY, 1948 Number 5

Down at the 16th and Harrison freight yard to greet the first of the new buses were Utilities Manager James H. Turner, Bureau of Accounts Director Robert P. Scott, Public Service Director Tom Irwin, and Railway Manager William H. Scott. The bus arrived in a specially constructed freight car with end walls that swing open so that the coach may be unloaded easily.

New Buses Arrive for Conversion Program

The first big visible step in the Railway's modernization program will take place on June 6th when streetcar service on the No. 5 McAllister Street and No. 21 Hayes Street lines will be discontinued, and the dingy street cars will be replaced by sparkling new buses. The coaches, which have been arriving daily, are part of an order for 209 44-passenger Whites, all of which will be delivered by August 1st.

The McAllister line will absorb 33 of the new buses, and the Hayes line will use 22 coaches. The two new bus lines will operate out of McAllister Division. The No. 8 street car line will be transferred from McAllister to Geary Division, and the No. 32 will be discontinued upon completion of Market Street track reconstruction. McAllister's two remaining street car lines, the No. 6 and 7, will be converted to motor coach operation on July 4th.

Other changes will follow swiftly. It is expected that Fillmore Division will be closed by August 1st, with buses replacing cars on the No. 22 and 25 lines; the No. 31 line will be assigned to Sutro Division. The No. 3 and 4 lines from Fillmore Street to their outer terminals will also be converted to buses on August 1st.

On that date some of the motor coach routes from Utah Division will start operating out of the new Ocean Division, with more scheduled to be transferred there as storage space is made available.

24th Street Division

Stan Leiser's wife has presented him with a son—looks like another bus driver in the making . . . Receiver *Herb Barill* is on leave; he might even do a little prospecting when he goes to Montana. *Ed Neulon* is taking his place; any shorts or over will be handled graciously by Ed in the future . . . *Brooker T. Brooks* is in demand when it comes to handling charters that take the kiddies for a tour of the city. We wonder how he stands it! . . . The Muni Employees baseball team won from the Board of Education 13-12, which got them over the first hurdle. *Ed Coleman*, third sacker, proved to be the game's big star. The victory may prove costly for, at this writing, Ed is out with a sore arm and Manager *Ivy Myerson* suffered a severely wrenched ankle while sliding into third base. The team is looking forward to the return of *Curly Regan*, who will be back in time to pitch against some strong foes—namely the Park, Garage and Recreation Departments . . . The secret is out, and our best wishes go to Operator *Bill Lupeau* and *Joan Sadowski* of the Training Department, who were married last fall. The romance blossomed on a No. 26 bus when Bill used to drive Joan out to work at Geneva every morning.

Office Chitchat

Birthday luncheons honoring *Rose Lewis* and *Tess Taylor* were held during April; both parties were at the Villa Chartier . . . It was a girl for *Connie Morena*, formerly of the Personnel Department; little Mary Joe arrived on April 23rd . . . Getting a new automobile and celebrating her ninth wedding anniversary on the same day was almost too much for *Harriett Oland*. Was she excited! . . . General Claims Agent *Don Mazzoni* gave a talk on safety entitled "One Split Second" to the Park-Presidio Civic Improvement Club last month. Mr. Mazzoni, who is an accomplished public speaker, will serve as chairman of the claims group when the American Transit Association holds its western division meeting in Portland in August . . . There are several new faces up in the General Office at Geary. Steno *Rita Navarret* and Clerks *Frank Farrell*, *Gale Bisbel* and *Martin Varella* have been added to the force . . . Inspector *Bob Johnson* is back in the Schedule Department . . . *Alice Grant* is vacationing in Reno . . . Telephone Operator *Margaret Burns* is in St. Luke's Hospital and is temporarily being replaced by *Leona Johnson* . . . His co-workers presented Claims Investigator *Martin Saxton* with a beautiful desk set when he left the Railway to accept a position in Oregon . . . Things are really tough at Geneva Offices—*Laura Byers* and *Kenny Watters* are the latest of a long string who have gone "down for the count" in the past two months.

RETIREMENTS

Name and Occupation	Joined Railway	Date Retired
William J. Brannigan, Geary Conductor	1911	2-7
Thomas A. Cox, Division Superintendent, Geary	1912	1-1
Frank H. Field, Conductor (special duty)	1917	4-27
John T. Glennon, Geneva Conductor	1919	3-30
Richard A. Lion, Inspector	1910	5-1
William Loomis, Geneva Conductor	1921	3-19
Morris Marks, Sutro Conductor	1909	3-1
Richard Munday, Geary Motorman	1915	4-16
Martin F. O'Grady, Geneva Motorman	1919	5-1
Daniel J. Sullivan, Sutro Conductor	1918	3-1
William A. Williams, Geneva Conductor	1918	4-1

Shop Notes

The Shopmen's Retirement Gift Fund to provide gifts for retired employees and to promote annual reunion affairs now boasts 453 members and approximately 50 pledges, which means that total membership is fast approaching the 100% goal. This revived fund plan (abandoned during war years) proved both successful and pleasurable in the past and is now obviously meeting with renewed approval. Anyone who has not yet participated and wishes to do so may contact his department committeeman for particulars . . . Elkton's new look is growing by leaps and bounds and much credit for removal of scrap and equipment from yard areas goes to *Fred Conlman* and his men, who have been working at top speed to clear the way ahead of contract date lines. Meanwhile rolled out, partly completed bus storage space is affording good grounds for softball enthusiasts and *"3-Bagger" Hayes, "Home-Run" Roddock, "Southpaw" Reid, "Sore-Thumb" Anderson, "Robber" Wilson, "Muscle-bound" Yount, "Speedball" Gardner, "No-Bat" Shaughnessy, "High-Ball" Kaddas, "Hook-Ball" Raos, and "Foul-Ball" Hughes* (no reflections, Art) are among those who are getting daily workouts during the noon hour . . . The department's best wishes for many years of happiness go to newlyweds Mr. and Mrs. *Talcott O. Mather* of Motive Power (the bride being none other than the Railway's own *Alyce Gates*) and to *Arthur G. Zimmer*, Foreman Car and Auto Painter, and his bride.

While the Public Utilities Commissioners make decisions affecting all the utilities, most of their attention these days goes to the Railway. Market Street reconstruction, conversion of street car lines to buses and trolley coaches, building and remodeling projects, etc. all require much consideration. Shown here studying a Railway blueprint are Commissioners Lloyd S. Ackerman, Thomas G. Plant, President Philip F. Landis, Sam McKee and Victor S. Swanson.

A Word to the Wise

Mr. D. C. Ormsby, General Superintendent of Transportation, has this to say on the subject of Service Improvement:

"Our business is to serve the traveling public on our city's thoroughfares. If the people to whom we sell transportation like our service and if by serving them COURTEOUSLY and EFFICIENTLY we make them more friendly to us, every member of our operating force will find his work easier and more pleasant."

The retirement of Geary Division Superintendent Tom Cox brought many old-time friends to wish him well. Mr. Cox started with the Municipal Railway as an Inspector on its first day of operation in 1912. Shown here are Potrero Superintendent L. G. Marshall, Mot. A. V. Jones, Cond. John Shea, Mot. Wm. J. Mulvaney, Mot. Eddie Hollahan, Mr. Cox, Special Instructor John Mannix, Cond. H. E. Wuestefeld and Cond. George Hamilton. Later in the afternoon Mr. Cox was presented with a farewell gift from several hundred fellow workers.

Our Sister Utilities

The evening picnic at Sigmund Stern Grove was a big success, and all honors go to the capable and jolly committee. *Ken Graham, Elven Whelpley, Buzz Harris, Margaret Peters, Ed Williams* and *Louis Conti* did the groundwork on the preparations, and *Dorothy Disney, Elma Heitman, Julia O'Brien, Virginia Tobias* and *Mrs. Ed Williams* assisted with the serving. *Bob Best* furnished some wonderful music, and *Earl Showers* entertained with a delightful skit. "Bubble dance" winners were *Ruth Fox* and *Clarence Peters* . . . Chef *Louis Conti* had special cause for celebration as he was appointed as Head Clerk at the Tax Collector's office that same day. His friends in Water Sales are sorry to see him go though . . . *Mike Wihler* on the 6th floor became the father of a big (8½ pounds) baby girl on April 18th; her name is Nan . . . Congratulations to *Bob Best*, who was elected to the Board of the Health Service System . . . The Municipal Executive Employees' Association had an excellent opportunity to view the wonders of the San Francisco Airport at their meeting last month. Hosts *J. H. Turner, B.M. Doolin, H. S. Messersmith* and *A. J. Wehner* took the visitors on a tour of the field, and the dinner meeting took place in the new Airport Skyway Wing Room . . . June 20th is the tentative date for the picnic of the Technical Engineers, Architects and Draftsmen's Union to be held at Sinole.

(1) Sr. Accountant George Quinn checks Railway ledger. (2) Accountant Rulon Stevenson checks statement with Ruth Urbais. Mr. Quinn's secretary. Florence Johnson is at the card file. (3) Accountant Mel Kraut heads the General-Financial division. (4) His staff includes Abe Windreich, John F. Mullen, Catherine Donohoe, Roy Jackson and George Watson (not pictured). (5) Grace Gitsham and Ruth King assist Accountant Earll King in Accounting-Funding Division.

Let's Get Acquainted...

Introducing the Accounting Division

The Accounting Division has "a finger in every pie"; its work is intertwined with that of every other department. Its timekeepers, receivers, storekeepers, etc. are spread to cover every section of the Railway.

In previous issues the Tabulating Department, Money Room and Timekeeping Department have been presented. In this article and another to follow, the main body of the accounting staff who work in the Geary offices will be introduced.

Heading some 175 employees of the accounting group (about half of whom are located at Geary) is Sr. Accountant George C. Quinn. Mr. Quinn works closely with Mr. George S. Warren, Assistant Director, Bureau of Accounts, who devotes most of his time to the Railway, and with Mr. Robert P. Scott, Director Bureau of Accounts, who supervises accounting for all the utilities.

Under Mr. Quinn are a number of subdivisions and while the boundaries between the various groups are not always well defined, they may be outlined briefly according to function

Accounting—General and Financial

Under the direction of Accountant Melvin F. Kraut, this group maintains the Railway's general books of account. These include the railway general ledger and journal subsidiary ledgers, plant ledgers, cash register, plant replacement register, revolving fund register, and subsidiary books of account that reflect the results of operations separately by types of service. These subsidiary records show the plant investment in street cars, cable cars, motor coach, and trolley coach operation, the revenues and expenses, and the profit or loss arising from each type of operation.

For instance, it is interesting to note that during the year 1946-47, the hourly cash and token income from each type of vehicle was as follows:

Electric car	$6.70
Cable car	5.89
Motor coach	3.66
Trolley coach	4.44

The average for all types of equipment was $5.85 per hour as compared to $5.43 per hour for 1945-46. Costs have jumped even more than income, however, with total expenditures (including reserves for depreciation and accidents or interest charges) averaging $6.01 per hour for 1946-47 as against $5.09 during 1945-46.

Income and profit and loss statements, balance sheets, and other supporting financial statements are prepared monthly and for each fiscal year. The Railway pays various other city departments for services rendered such as paving repairs, building and plumbing repairs, etc., which costs are included in the expenses of the Railway.

The plant ledgers show in detail each street car, motor coach, trolley coach, or piece of automotive equipment owned by the Railway as well as every individual item of shop or garage equipment, furniture, and other office equipment. Buildings and properties are also separately shown. Each item in the plant

ledger shows date of acquirement, cost, estimated life, rate of depreciation, and estimated scrap value.

Track, roadway, and the electrical distribution system are broken down into accounts as set up in the "Uniform System of Accounts for Electric Railways," such as rails, ties, special track work, paving, poles, overhead wiring and feeders. Considering the great amount of construction, reconstruction and replacement work being performed and to be performed in connection with the rehabilitation program, it is obvious that there are many entries to be made.

Purchasing and Stores Accounting

Everything needed in the way of equipment to run a railway, from a pencil to a street car, is ordered by requisition through this section, which is headed by Chief Clerk John J. Lyons.

The Purchasing Department at City Hall does the actual purchasing, but the Accounting Division must requisition all requirements and process the purchase orders both as to the accuracy of the requirements and as to the availability of funds. This group checks the receipt of materials reported by the various storerooms and distributes the cost of the material used to the various accounts of the Railway. They also supervise the operations of the storerooms, the stock control system, and the procedures employed. The requests for sale of scrap material and equipment no longer of use to the Railway are also handled here.

Each month approximately 360,000 gallons of gasoline, 20,000 gallons of diesel fuel, and 2,000 gallons of oil are requisitioned. There are some 18,500 separate items stocked for repairs to the street cars, buses, plant, and equipment, for which requisitions must be placed to replenish depleted items.

In the various storerooms stock cards are maintained for each item of material stocked. When the stock balances on these cards reach a set minimum, a requisition for the purchase of a new supply is made. Requisitions for most materials and supplies are made up in the storerooms; requisitions for contractual services, for new equipment and other items for specific jobs are handled by the Geary group.

After approval, requisitions are encumbered on the Railway appropriation records, are further approved by the Bureau of Accounts, and are forwarded to the City Purchaser for formal purchase order. When vendors have been determined and purchase order written, the Controller must approve same for availability of funds.

When materials and equipment have been received, or the services ordered have been rendered, certification is made by the authorized Railway staff and, after calculations and extensions have been verified, such information is forwarded to the Purchaser of Supplies and then to the Controller for payment.

Appropriation and Funding Records

The funding and appropriation records of the Railway are maintained by Accountant Earll King and his staff. These records show the allowances provided in the Annual Appropriation Ordinance, with such supplemental appropriations, transfers and modifications as may be made during the year.

There are separate allowances for various items, such as wages, salaries, contractual services, tire rental, materials and supplies, services of other de-

(1) Anna Lee, Chief Clerk John Lyons, Thelma Lunde and (2) Carlotta Steele, Rose Lewis and George Munro handle work of Purchasing division. (3) Alvina Gianeschi, Statistical Clerk Ray Farrell, Primetta Patterson and (4) Edna Wilkins, Grace Blais, Theresa Anthenian and Angela Forsberg compile information for Statistical division.

partments, heat, light and power, equipment, replacements, and new construction, which items are just a partial listing of the detailed appropriations made. Replacement and reconstruction jobs, as well as new construction jobs, all have separate allowances provided.

As orders for services or materials are made, each appropriation allowance is encumbered; and as payments are made, all expenditures for labor, material or services are recorded. Thus at all times the information is available as to what encumbrances and expenditures have been made in the various appropriations and the unencumbered balances available.

At frequent periods, various statements showing the condition of the various appropriations are compiled for distribution to the management and interested department heads, enabling them to know the amount of funds available to them for expenditure and to make necessary adjustments in expenditures.

Statistics

Statistical Clerk Ray Farrell and his group keep records and compile statistical statements for many purposes. Among their duties are the preparation of statements showing individual mileage operated by motor and trolley coaches; also gasoline and oil statements showing miles per gallon. They prepare a monthly analysis of passenger traffic and an itemized cost statement, monthly and yearly, showing detailed costs per mile and per hour for all expenses. A daily record is maintained of passengers carried by lines, including monthly and yearly totals. Various analyses of costs are prepared for use in pro-rating charges to electric railway, motor and trolley coach operations. These are only a few samples of the many kinds of information which this group assembles.

$19,000,000 Annually

It can be easily realized that there is a great deal of work involved in the accounting for approximately $19,000,000 annually in Railway revenues and for the expenditure of such funds for operation and capital plant investment.

At the present time there is a separate set of books being maintained for recording of the expenditure of the $20,000,000 rehabilitation bond fund monies, which records are being kept by Accountant Rulon Stevenson.

Mr. Quinn, the able and popular department head, directs and coordinates all phases of the accounting work. In addition to his administrative duties, he supervises work on annual published reports, inventories, special reports, etc. His job has been particularly heavy during the past few years due to the problems attendant on consolidation, the heavy purchases in connection with maintenance and rehabilitation since the war, and now the additional responsibility of the $20,000,000 bond fund.

Mr. Quinn joined the city service as a clerk in 1916 and has been with the Railway since 1917. In 1930 he received an appointment as Bookkeeper, and in 1936 he was appointed as Sr. Accountant, the position he now holds.

Conductor E. L. Becker had so many inquiries about the dollhouse that he was building for his daughter that he decided to bring it in to the dispatcher's office and let the fellows have a look at it. Mr. Becker was at Fillmore Division when this picture was taken, but has since transferred to 24th Street.

Line Department

It was away back in those early days when a young Muni was stretching its wings that *George Dolan* threw his lot in with the Railway, and his has been an ever steady hand on the wheel in fair weather and in foul. Now, his work done, he has been turned out to pasture. Every inch a linesman even at 70, we can look back down the long years and say, "Well done, George Dolan!" . . . The Line Department pins its hopes for a better world on candidates *Jack Morgan*, *Chuck Edmonston* and *Orville McCoy*. By the time this gets to press, they will have stood or fallen in the election for delegates to the Electrical Workers' Convention in Memphis, Tennessee . . . The disgrace that has come to the fishing staff of the Line Department can only be described as utter. Fishermen everywhere dread the word "skunked" and whisper it only in tones of loathing and contempt, yet this has befallen our stalwarts. Lest we start a wave of *bar bar*, we had best leave them the dubious comfort of anonymity.

Potrero Division

Motorman *Albert J. Smith* just returned from a vacation and leave, but that's not all. Al took that fatal step and brought back a beautiful bride. Al says when he got the marriage license he got so flustered that he almost made the terrible mistake of kissing the clerk instead of his bride-to-be. Congratulations to you both! . . . That wasn't a dog show that was reported at the beach a few days ago. It was Conductor *Tom Jones* taking his pet dog for a walk, but he had quite a few followers . . . Conductor *Joe Flinn* is in the market for old token cards. If you have any or know where they can be had, leave the information with Receiver *Mel Lindelli* . . . Motorman *Irving L. Smith* also took to himself a wife just a few days ago and what a difference it has made. You always know where to find him now—right at home with mama. Congratulations and a long life of happiness to you . . . Motorman *W. O. Weiland* is back on the job as motorman after being acting line instructor for a number of years. We welcome your smiling face, Willie . . . We also welcome Conductor *Grant A. McKay* upon his return from an extended leave of absence . . . Friends of Motorman *Arthur Kenney* were astounded to learn that his baby girl arrived on March 1st, the same day on which Art was operated. However the operation took place at St. Luke's and the new daughter was born at Children's . . . Inspector *Duke Hummel* of the Accident Prevention Division is way up in the clouds since his marriage to lovely Kathleen McMammon on May 1st. Congratulations!

Sympathy

August F. Dresser, Sr. ERSM at Fillmore, died suddenly of a heart attack while at work on April 23rd. He had been with the Railway since 1907.

Jeremiah J. Dunlevy, Geary Motorman, died May 3rd. He was a native of County Kerry, Ireland, and had been employed since 1918.

Joseph A. Tamblin, 24th Street Division, died May 2nd after 35 years of service, starting in 1913. He had suffered for many years with bronchial asthma.

Jack Taylor, Geary Conductor, died suddenly while on vacation on April 9th. He had been with the Railway since 1943.

Fillmore Division

Skip Sawyer is pinch hitting for our genial correspondent, *Gus Magnusson*, this month as Maggie is spending his vacation in Ventura and plans to go to Las Vegas and Reno before he returns . . . Fillmore was upset on Saturday, May 1st. Motorman *Frank Orsi* was working . . . Our dependable Motorman *Charles Gallo* has been doing a fine job of collecting at the Ferry on the South Side . . . After a long time Motorman *Fred Johnson* is on his good behavior. Ask him! . . . *John Kinsey*, our reliable relief dispatcher, is doing a fine job of vacation reliefs. Always a smile for everyone . . . Motorman *E. Malone* has been seen driving around in his high-powered Buick and also working as a conductor . . . Conductor *Dan Curtin*, after making a MILLION DOLLARS, is still on Run No. 1 Fillmore . . . Conductor *Fred Blacklock* has started working seven days a week since the opening of our baseball season . . . It is rumored that our smiling Receiver, *Charlie Welch*, has been seen in the vicinity of Powell and Market Streets without a RED TIE. How come, Charlie? . . . Conductor *L. Campisi* is back with us after a serious illness, and we are very happy to have his smiling countenance with us again . . . Motorman *R. Fagerle* and Conductorette *Dorothy Vance* have both been in the hospital, and we hope that they will be back with us very shortly . . . Our coworker in the Motive Power Office pulled a surprise on us all when she changed her name from *Alyce Gates* to Mrs. T. O. Mather. Congratulations and happiness to you both.

Geneva Division

We are all happy to see Dispatcher *George Taylor* back on the job after a long illness. Now *Kenny Watters* is taking his turn in the hospital—we don't know who to feel sorry for—Kenny or the nurses! . . . That jack-of-all-trades, Receiver *George Hanna*, has entered another field; you'd better duck when you hear this because that buzz by your ear wasn't a bee but George, who has taken to flying . . . After planning a fishing trip with Motorman *Lionel McCarn* and Receiver *Jack Wehren*, Conductor *Ferdie Joyall* ended up "sawing wood" during the trip, and we have pictures to prove it . . . Motorman *Al Schoux* says he doesn't like to be called "Mister"; Al is the father of George Schoux, who is quite a golfer in the pro ranks . . . Conductor *Pete Didnch* breathlessly demanded a motorman for his run one morning and soon discovered that he was only an hour early . . . With the purchase of a convertible, Conductor *Al Dubrovich* is all smiles these days . . . Motorman *Joe Gurnsey* was seen spending quite a bit of time in the pit the other day; he was looking for a dime he had dropped . . . Conductor *John Carbone* must have a beautiful garden judging from the gorgeous bouquets he brings to *Enla McVicar's* Timekeeping Department upstairs.

Geary Division

Motorman *Robert Fish*, poet and former reporter for Trolley Topics, resigned on March 31st to accept a position as Jailer with the Sheriff's office . . . Inspector *J. Dwyer*, who has been sick, is much improved and we are hoping to see him back at work soon . . . Day Dispatcher *Al Benedict* is on the sick list. The Dispatcher's office is not the same place without him . . . *Bill Bryant* is now Acting Dispatcher and doing a swell job . . . Motorman *Dick Munday* and Conductor *J. Fitzgibbons* have retired. Dick is going to live on Bethel Island in Contra Costa County, and we hear he can sit on his front porch and fish from there . . . Why were Receiver *Ed Mullane's* buttons breaking off his vest on March 15th? Reason: a bouncing baby boy named Joseph. Never has there been a prouder father . . . Inspector *Mike Cashman*, after many years of service at Potrero Division, is now working at Geary. It is good to see you again, Mike . . . Conductor *Robert Wager* is the proud owner of a "new" coupe . . . Conductor *Andy Olson* with his wife and former Conductor *Bob Grangey* drove to Reno where they spent part of their vacation. We hear they did all right by themselves while there . . . Reports are coming in that Motorman *Matthew Gibbons* has been living the life of Riley while in the hospital. Seems that he was a great favorite with the nurses, and we can't help but wonder how long he will remain a "bachelor" . . . Conductor *Leonard Cristiani's* young son and Motorman *Guido Aschero's* boy have both been very ill, and we are thankful they are both well again . . . Inspector *Tom Howe* has the picture of a very lovely young lady in his wallet. Her name is Linda Janet, and she is 10 months old.

Eight-year-old Pat McGovern, son of Bus Operator John McGovern, was the special guest of the Shrine Luncheon Club at their "Baseball Day" meeting. General Manager William H. Scott, who is one of the Club vice-presidents and helped with the luncheon arrangements, selected Pat when he saw his picture in the paper as freckle champion of San Francisco. He did not know then that Pat was the son of Operator McGovern. Pat received a bat, ball, glove and candy, and went away dazed and happy. In the picture are Seals President Charles Graham, Potentate Roy N. Buell, Pat, Seals Manager Lefty O'Doul, and Shrine Luncheon Club President John Cuneo.

Sutro Division

A cute sight is Motorman *Gerald Bidgood* leaving Sutro carhouse on his red puddle jumper. It is a dandy and set him back about $400 (Modern Transportation) . . . A baby boy was born April 12th to the *Russell W. Murray's*. No wonder Conductor Murray is working so steady these days . . . We offer our heartfelt sympathy to General Repairmen *Homer Stewart* in the loss of his beloved mother and *Mike Hughes* in the loss of his dear father . . . A pat on the back for Pat—Receiver *Maybelle Paetzel*, we mean. The short and over list at this Division has decreased considerably . . . It was a girl weighing over 9 lbs. and the proud father is Motorman *Arthur Jacobsen*. Congratulations! . . . Conductors *Kenneth Finnis* and *Levi Harper* have our profound sympathy in the passing of their beloved mother . . . Comedy in front of the carhouse: A two-way street car line, the No. 21 with Acting Motorman *Hyman Klezmer* at one end trying to proceed eastbound, and General Repairman *Charlie Ferguson* at the other heading west. Both were trying to clear the line —the hard way . . . Timekeeper *Dan Galvin* passed around the cigars on this occasion, and a happy one it was. Another son makes it three children for Dan now . . . Our sincere condolences go to Conductor *L. Z. Anderson* and to former Conductors *J. R.* and *W. W. Anderson*, whose cherished mother died recently . . . *George Dini* took a great fall into one of the pits, injuring his knee and ribs. His was a fast ride to the Emergency Hospital in care of our Shop Foreman, *Harry Barron*.

Washington-Mason Division

The month of May finds the division in full stride looking forward to the annual rush of tourists who ride our cable cars. We are happy to state that our men create a good impression on these visitors . . . Spring, Glorious Spring! Thy crop of spring fever has started! Some of the boys are dreaming of mounting the vacation trail. Towermen *G. Bothman* and *S. Kryspin* are two of that kind . . . The Instruction personnel of our division wish to express their thanks to the men for the cooperation they are giving them. Nice work, fellows . . . Our sick list carries the names of Gripman *Eugene Thaxton* and Conductor *Claude Boyd*, to whom we wish a speedy recovery . . . This month's mystery (or quiz) is divided into two parts. Who is the conductor who finally won an argument with his wife? Seems that somebody wanted a nice new coat, but a new car was also wanted. We have seen the car. 'Nough said! And who is the platform man who arrived at work and pulling out his watch wanted to know which clock was right? He didn't notice that both clocks were the same.

Trolley Topics

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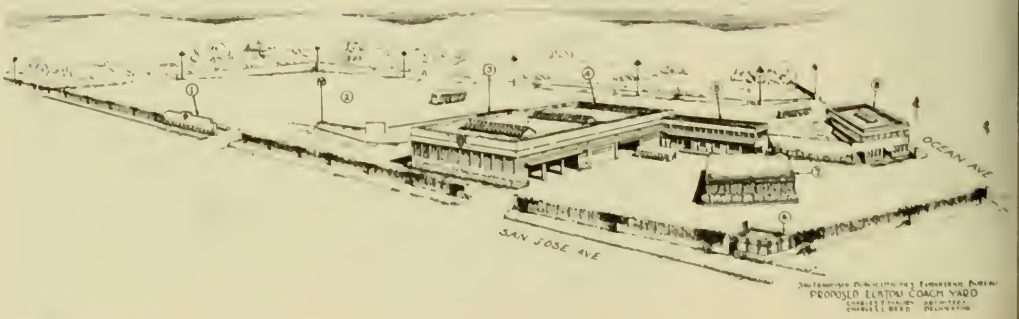
The new bus depot at Ocean and San Jose Avenues will not look like this perspective for some time to come. The yard goes into service on August 1st, however, when storage space and fuel dispensing equipment will be ready. Proposed layout to be completed later includes: (1) Wash rack; (2) General Bus Storage Yard; (3) South Wing (not visible in drawing), Miscellaneous Tire and Parts Service Storage Building; (4) Main Bus Service Shop; (5) North Wing Utilities Building (offices, sand room, etc.); (6) Pump House; (7) Gas Dispensary; (8) Proposed Gilley Room and Dispatcher's Office.



TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

AS L. REED

e 3 JUNE, 1948 Number 6

Fifty New Buses Parade On Market Street to Herald Better Service

First concrete evidence of the $20,000,000 rehabilitation program was presented to San Franciscans with the conversion early this month of the McAllister and Hayes Street lines to motor coaches. To celebrate this initial step, 50 new buses were paraded up Market Street from the Ferry Building to Civic Center, where they remained on display over night. Each coach bore a sign stating, "This is one of 209 new buses to give you better service—more vehicles coming."

The lead coach, gaily decorated with flags, flowers and streamers, was driven by Special Instructor Clarence Lahey. Riding in the bus were members of the Municipal Drum and Bugle Corps, who alighted at the Plaza and led the parade around the block and into formation facing the City Hall.

With the conversion of the two lines to buses, 36 of the Railway's oldest street cars have been permanently retired. Final plans call for trolley coach operation on these two routes. The buses will serve in the interim period until overhead equipment can be installed and trackless trolleys purchased.

The new buses are the first to operate regularly scheduled runs on Market Street. Through service is provided to the Ferry Building except at night and on Sundays and holidays when both routes terminate at Market Street.

The changeover also permitted abandonment of the outside tracks on Market Street. A short section of track has already been removed near Fifth Street. By October all outer tracks on Market south of Third Street will have been removed and the entire street repaved. Safety zones are being relocated along the inner tracks.

Two more street car lines, the No. 6 Haight Masonic and No. 7 Haight-Ocean, will be converted to buses on July 4th. In August buses will take over the No. 22 and No. 25 lines and the outer portions of the Nos. 3 and 4 lines.

(Top) The 50 buses made an exciting showing as they paraded up Market Street in a perfectly spaced single file. (Center) The Drum and Bugle Corps, looking very handsome in their new uniforms, led the buses around the Plaza. Before circling the block the buses behind the lead coach formed into a double file. (Below) The first coaches entered the Plaza and took places in formation while other coaches in foreground were still completing circle of block.

Shop Notes

Guy Galloway is getting ready for another vacation hike over the John Muir Trail and this time will be accompanied by *Louis Chirone* of Potrero Division. To lighten their packs on the long trip, they have arranged to have supplies parachuted to them by airplane. They will endeavor to scale Mt. Whitney's 14,500 feet and will take Kodachrome shots of scenic views enroute . . . The roster of Elkton's soft ball team now includes players *Ray Anderson, Donald Curtaz, Andrew Freitas, Robert Ford, Alfred Gandolfo,* Manager *Ed Hayes, George Shaughnessy, Elmer Holt, Art Hughes, Albert Lacrouts, David McFarland, Leonard Thannisch, John Raos, Bruno Wilson* and *Marion Yount.* Pending entry into league play, practice games with other teams are being scheduled . . . *Tom Farley* topped the list of rained out and otherwise befuddled fishermen over the Memorial holidays by conking out his motor in mid-bay. Thanks to a helpful fellow mariner who towed him in, Tom was on the job Tuesday as usual . . . Best wishes are extended to Washington-Mason's *William Carr,* first shop employee to be retired since the Shopmen's Retirement Gift Fund was revived. He was presented with a handsome wrist watch and the customary standing invitation to the annual reunions which are financed by the fund for retired employees.

Our Sister Utilities

The Decoration Day week end was quite a busy one. *Elma Heitmann* flew to Vancouver, B. C., to visit her sister and brother-in-law. *Ethel Cullen* flew south to see her cousin in Hollywood. *George Dolen* moved into a new home. *Mabel Bamsford* also settled in a new home. *Bonnie Howard,* another new home owner, spent time getting things adjusted around the house. *Wally* and *Billie Balzer* played with a new Laundrymat and took time out for a short trip. *Jackie Sauer* drove to Los Angeles. *Sieko Nakaki* cooled things off in his new Frigidaire . . . *Tom Bristow* gathered stuff together preparatory to moving. *Edgar McAuliffe* had his apartment all done over. *Buzz Harris* and *Bill Eggert* worked at painting their places . . . *Ralph Sterner* has been on vacation visiting his mother in Oxnard. *Ruth Fox* kept his chair warm while he was away . . . *Alice Miehlstein* has moved to the 2nd floor . . . *Walter Gray* is a proud papa for the second time. This one is a girl named Zena Daniele . . . *George Killin,* Hetch Hetchy Engineering, passed away on May 26th. Our sincere condolences to his son, George Jr., of the Railway Engineering staff, and to the remainder of his family . . . *R. B. Hansen* came back to work after a month's leave, but goes on vacation soon.

ACCIDENTS ARE NOT ALWAYS PAINFUL, BUT THEY CAN BE EMBARRASSING.

Geary Division

When Receiver *John Giandoni* and *H. Bates* meet, it is "Nash-Nash" the finest car made . . . Conductor *Frank Sterling* reports that he has just ordered a custom-built car, and when it arrives he is going to start out and see America in style . . . *James Kelly* is now in Ireland; it is the first time he has been back in 37 years . . . Motorman *M. Rasmussen* has retired for service as has Conductor *Morris Greenberg* . . . The "E" cars were sent to the "boneyard" at Funston and Lincoln Way to make room for the No. 8 cars . . . Conductor *Ed King* is now classified as a Watchman, and Conductor *Al Doctor* has accepted a position as elevator operator in the War Memorial Building . . . Motorman *Sam Brandenberger* flew to Utah on his vacation and will stop off at Fresno on his return . . . Conductor *William Barry* is driving to Colorado to visit relatives and enjoy the scenery of that beautiful state . . . Conductor *Lewis Hughes* has resigned and left for Australia where he expects to find "Greener Pastures" . . . Motorman *Mike Gibbons* is seen around frequently and looks "fit as a fiddle." Wouldn't surprise any of us to see him back on the platform before long . . . Reports are coming in that Superintendent *Wes Mason* is an expert at changing flat tires in downtown congested areas.

A group of Railway executives helped direct the bus parade. Pictured here are (standing) V. C. Peterson, Garage Superintendent; G. W. Evington, Superintendent of Transportation; W. J. McDevitt, Instructor; William H. Scott, General Manager; J. H. Turner, Manager of Utilities; Philip F. Landis, President, Public Utilities Commission; C. D. Miller, Superintendent of Equipment; R. J. Griffin, Inspector; A. J. Schirmer, Division Superintendent; (kneeling) George Lewis, Division Superintendent; W. C. Bendel, Superintendent of Equipment and Overhead Lines; W. D. Ratto, Instructor; H. G. Wilson, Chief Inspector; Ralph Strawn, Division Superintendent; W. R. Mason, Division Superintendent; H. E. Cooley, Assistant Superintendent of Transportation; and Ray Hayton, Chief Instructor.

On Our Cover

The formation of 50 sparkling new buses in front of City Hall gave San Franciscans an impressive preview of transportation improvements to come. Credit for the precision in spacing and arranging the buses both in the parade and at the Plaza goes to the drivers and instructors who took part. It was a snappy performance all around.

Conversion of Hayes And McAllister Lines Recalls Nostalgic Past

When San Francisco's first street railway system started operating in the 1860's with cars propelled by steam dummies and horses, the sturdy walkers of that day felt that using such transportation within a city was an evidence of effiminacy and that the fad would soon pass. They learned to like being pampered however, and railways spurted up to take care of the ever-increasing population.

The McAllister and Hayes Street lines were among the first of the horse car lines. In 1857 Thomas Hayes was granted a franchise for the first street railway in San Francisco. He owned a tract known as "Hayes Valley" bounded by Van Ness, Market, Haight, Pierce and Turk Streets, and realized that transportation to these "outskirts" would increase property values. Due to financial difficulties, however, the franchise passed to the Market Street Railway Company, who graded Market Street and built the line running out Market to Valencia Street and Mission Dolores which started operation in 1860. The branch line on Hayes Street out to Laguna was constructed a little later, with horse cars operating on week days and with steam dummies on Sundays and holidays.

In 1868 the Railroad obtained additional franchises to extend the Hayes line to Divisadero and to construct a line on McAllister Street to Laguna.

Despite the high expectations of the owners, the lines did not prove very profitable. Most of Hayes Valley was rented to Italian gardeners who cultivated large fields of vegetables, and there were only a few houses in the entire area.

Travel by horse car was a leisurely affair, and passengers were congenial. Occasionally they would have to get out to lift the car back on its tracks after some accident, but they were rewarded by knowing that the driver was willing to do favors for them as well. It was not unusual for the car to wait while a regular passenger finished his breakfast, or for the night driver to escort an inebriated patron to his doorstep.

However the charm of the horse car could not save it when the more efficient and economical cable car was developed. The McAllister Street line was converted to cable operation in 1883 by the newly organized Market Street Cable Railway Company. The Hayes Street line was built a year or two later.

The new cable lines offered the speediest and most comfortable service that had ever been available in San Francisco. No effort was spared to make the service outstanding, and the new railway soon became the favorite of the riding public.

The first cable cars had all been two piece affairs consisting of a passenger car which was pulled by a dummy. The newly incorporated company introduced the so-called combination car in which

Three major types of transpartation—horse car, cable car and electric car—preceded the buses which naw run the McAllister and Hoyes routes. (Abave) This harse car at the 1870's went out Hayes Street to Divisadero. Steam dummies were olsa used during this periad to pull the Sunday laads aut ta Hayes Pavilion. (Center) Coble cars replaced harses an the two lines in 1883. This picture at Market and McAllister Streets was taken in 1897. (Belaw) After the tire at 1906, the lines were switched ta electric aperation. Reconstruction on Market Street in 1907 caused just as much confusion as it does naw.

In the 1890's McAllister carhouse seemed to be far out in the country. A Market Street Cable Railway car is approaching the building.

the dummy and trailer were built into one vehicle on two pivoted trucks, with the grip mounted on the forward trucks. Subsequently built cable roads patterned their cars after this innovation.

The new cars were not only comfortable but they were decorative as well. The McAllister Street cars were painted lemon yellow, and the Hayes Street cars were green. The other three lines of the company were painted red (Haight), blue (Valencia), and ivory (Castro).

The startling speed of the new cars (around 8½ miles per hour) was regarded with dismay by some timid passengers. Others who were more adventurous were all in favor of rapid transportation, but felt that the fast pace would not be practicable on Market Street because of the traffic congestion there.

It turned out that the speedy new cars intimidated other traffic, and the tracks were cleared at the first sound of the gong. Thus both timid and adventurous passengers had reason to be pleased.

The new cable company was competing with eight other street car companies, and rivalry for business was keen, sometimes resulting even in physical violence. The intense competition between the various railways was ended in 1893 when Southern Pacific interests organized the Market Street Railway, which was a consolidation of the Market Street Cable Railway with all of the existing horse car lines, the steam road to the Beach, the Ferries and Cliff House, and the Omnibus Cable.

The second big consolidation took place when the United Railroads of San Francisco was created in 1902 by uniting the Market Street Railway, the Sutter Street cable system and two independent electric lines. Only three cable roads, the California Street, the Union Street and Geary Street, remained independent lines.

The earthquake and fire of 1906 spelled disaster for the greater part of the cable lines. Both the Hayes and McAllister Street lines were reconstructed as electric lines.

The Hayes line started operation on June 10, 1906, but as the grades were too steep between Fillmore and Divisadero, it turned off at Fillmore and ran via Fillmore, Oak, Masonic, Frederick, Clayton, Carl, Stanyan and Parnassus to 3rd Avenue. In 1916, as the grades between Fillmore and Divisadero had been changed, the line was re-routed direct to Stanyan, and over Stanyan to Fulton. Later on it was extended out Fulton and over 8th Avenue and Clement, its present terminus.

The McAllister line started operation on August 12, 1906, going to 12th Avenue and Fulton. A shuttle car ran between 12th Avenue and 24th Avenue on Fulton. On March 13, 1911, the line was extended to the Beach.

The United Railroads had acquired a bond obligation from the Market Street Railway, and when the bonds became due in 1918, that company was unable to meet the obligation. In 1921 another reorganization took place by which the Market Street Railway corporation was revived to take over the United Railroads.

On September 29, 1944, the properties of the Market Street Railway Company were merged with those of the Municipal Railway, uniting under municipal ownership all lines in San Francisco, with the exception of those of the California Street Cable Company.

Since the fall of 1946 both the McAllister and Hayes Street lines have been served by buses on nights, Sundays and holidays, with the routes terminating at Market Street.

(Left) In 1912 this "Chicago Car" was the latest thing. The cars were built for the Chicago City Railway Company, who sold them to San Francisco to meet the emergency caused by the fire. (Right) A group of McAllister men wave a greeting to the last of the No. 5 electric cars. The final run pulled into the barn at 7:56 p.m. on June 5th.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

James A. Williams, Sutro. "His cheerful demeanor, kindly admonitions and thoughtfulness were indeed splendid. The clear calling of streets and transfer points was nice to hear, and certainly strangers must have been well impressed."

John J. O'Brien, Potrero. "My package broke open and the contents were scattered all over the platform; he got a newspaper and helped me re-wrap it. Then when I left the car, he helped me with my bundle."

S. F. Catlett, 24th Street. "Although he was extremely busy, he neglected no one. He certainly believes in 'service with a smile'."

Edward J. Grant, Inspector. "Inspector Grant has done an outstanding piece of work in the regulation and control of street cars to intelligently serve our needs. We have found him most cooperative in working with our traffic officers, traffic sponsor and the school."

Frank M. Angell, Fillmore. "He deserves praise for expert handling of his car, alertness, and consideration of safety factors."

William E. King, Geneva. "He took the baby stroller and put it on the pavement, then helped me from the car. It is not easy to go downtown with a 17-month old baby, and such service is greatly appreciated."

Curtis E. Thornell, McAllister. "The motorman had slowed his car at the intersection when a girl driving west suddenly turned across the track. The ensuing automobile collision did not concern him but, had it not been for his prompt action, a much more serious accident would no doubt have resulted."

W. Groff, Washington-Mason. "Add characters worth a million to the Chamber of Commerce. Gripper No. 3961 on the Powell line, explains all the gismos and gimmicks to the tourists, hands out shopping advice to the ladies, and all in all seems to be having a wonderful time—which means his passengers have ditto." (Herb Caen).

Charles A. Magnire, Potrero. "A sudden gust of wind blew my Stetson hat in the path of the street car. Through the motorman's kindness, I was able to save my hat from being destroyed."

Peter Nerio, Potrero. "He showed great efficiency and courage in handling a man who apparently had gone 'berserk'; he subdued the man and took care of him until the ambulance arrived."

Gustav Goethals, Geary. "The act was a simple and spontaneous one—he called to an elderly lady leaving the car who had dropped her wallet—but it is indicative of the honesty I have found so often in Railway employees."

Joe Sullivan, Geary. "The Muni Railway's best advertisement, Joe Sullivan, the personality boy who loads passengers at the L Bay Terminal with a perpetual grin that's 10 smiles wide." (Herb Caen).

D. P. Tufo, 24th Street. "On several occasions I have heard him take a tongue lashing from some disgruntled individual, and the way he smiles and answers them puts him on a par with our best diplomats."

Walter Stone, Inspector. "As President of the City and County Federation of Women's Clubs, I wish to compliment your inspector at the Forest Hill Station. Our ladies have all reported that even though rushed, he has taken time to assist, answer questions and extend courtesy and kindness during trying hours."

Virgil Packard, Geary. "He showed extreme courtesy and a very fine attitude toward children, also alertness and care for the safety of his passengers."

"Bigger and Better than ever" was the verdict of those who attended the Annual Office Employees' Picnic at Shangri-La last month. Co-chairmen Dan Brogan and Angelo Landi were assisted by a bunch of notable cooks in serving a delicious barbecued steak dinner. Swimming and dancing were other attractions of the day.

Abner J. Wilson, Geary. "I was impressed by his alert attention to his job, his skill in operating the car, his desire to give a little extra service, his pleasant mien and his neat personal appearance."

Others commended were: *George Johnson,* Potrero; *E. N. Stephenson,* 24th Street; *Andrew N. Payne,* 24th Street; *John W. Fields,* Potrero; *Frank LaMotte,* 24th Street; *James E. Joyner,* 24th Street; *Moses M. Thomas,* 24th Street; *George Cushing,* 24th Street; *L. B. Delaney,* Sutro; *Edward Prendtille,* Potrero; *Lance Howe,* Geary; *Will Carey,* 24th Street; *Harold O. White,* Potrero; *Charles W. Jessup,* 24th Street; *Ruth Logasa,* Fillmore; *William Palmer,* 24th Street; *C. J. Bleucher,* Sutro; *William Niehof,* Geneva; *Henry Hernandez,* Fillmore; *Bradford Rideout,* Geary; *R. H. Simpkins,* 24th Street; *T. Medina,* 24th Street; *Frank Aschbauer,* Potrero; *James Lye,* 24th Street; *J. J. Conry,* Potrero.

Leon Christian, Fillmore; *Art Carrington,* Sutro; *Frank Silva,* Fillmore; *Harry Gordon,* McAllister; *Daniel Brown,* Potrero; *Charles W. Long,* 24th Street; *Richard Cremen,* Geneva; *Arthur E. Lewis, Jr.,* Geneva; *Alfred Nelson,* McAllister; *H. I. Houston,* 24th Street; *Arthur Albrecht,* Washington Mason; *J. J. Finnegan,* Potrero; *W. H. Waldinger,* 24th Street; *Louis Washington,* McAllister; *Henry Hall,* Potrero; *Neil Gaylord,* Geary; *Paul Kreou,* 24th Street; *W. C. Homan,* 24th Street; *John G. Fitzgerald,* Geary; *Gene Henderson,* Sutro; *Henry Hogan,* McAllister; *James Gonzales,* 24th Street; *Richard Anagon,* 24th Street; *Alfred Nelson,* McAllister; *John C. Vaughn,* Geneva; *Louis Silverfield,* Geary; *Rudolph Puebla,* Geary; *H. Stubblefield,* 24th Street; *Clement W. Hunter,* 24th Street; *A. H. Calendo,* Sutro; *Clifford I. Franklin,* Geary; and *John R. Sudduth,* Potrero.

Courtesy Can Make Your Job Easier

You, the operating personnel, are salesmen of transportation — your commodity is selling rides.

Since we are all earning our living by working for the Municipal Railway, owned and operated by the City and County of San Francisco, it is important for each one of us to enjoy good business.

COURTESY DEVELOPS GOOD BUSINESS! PASSENGERS DO NOT USUALLY MEET THE OFFICIALS. TO THEM YOU REPRESENT THE MANAGEMENT —EACH ONE OF YOU!

It is up to you to practise civility and courtesy in all your dealings with the public. Consider the other fellow's point of view—put yourself in his place. Remember, the other fellow is at a disadvantage if you're the one who KEEPS A LEVEL HEAD. YOU WILL THUS COMMAND RESPECT!

D. C. ORMSBY
General Superintendent
of Transportation.

Sutro Division

Motorman *Joel L. Hammond* has returned to duty after a long illness. Glad to see him working again . . . Conductor *Jerry A. Patton* spent his vacation near Santa Barbara and claims he had plenty of good sunshine and also eats . . . General Repairman *Bill Hinkle* has been in the hospital and here's wishing him a speedy recovery . . . Conductor *Robert G. Humes* was quite busy with office duties during *Hal Crawford's* absence . . . One of the proudest grandfathers it has been our pleasure to see is Motorman *John M. Tucker* . . . Maybe he was trying too hard to keep his promise and deliver us a striped bass; anyway it cost him a ducking. Yes sir, Conductor *L. B. Delaney* fell in the bay while fishing and got soaked . . . Motorman *Herbert G. Franklin* and wife are motoring to Los Angeles to visit relatives . . . Inspector *Mike Crann* is resting under the trees during his vacation . . . The fellows won't have the guiding hand of popular Timekeeper *Dan Galvin* to help them on their hours any more. He has been transferred to the Money Room . . . A letter from retired Conductor *Morris Marks,* now living in Fresno, brings greetings to his many friends. He enclosed a clipping from the Fresno Bee telling of the beautiful scroll he received for his "39 years of faithful service."

First shop employee to be retired under the newly organized Shopmen's Retirement Gift Fund Plan was Janitor William E. Carr of Washington-Mason. Here Committee Chairman Robert P. Clarke, at left, presents Mr. Carr with a gold wrist watch, while Secretary-Treasurer Jim Leslie stands ready to hand over an invitation to the annual reunions. Watching the ceremony from left to right are Frank Doyle, Christopher McCarthy, Theodore Nelson, James O'Donnell, Frank McQuaid and Johnny Williams.

Office Chitchat

The Railway did right well on the Teller's examination, and we're very proud of our bright boys even though it means we're losing some of them. *Kenny Long,* who left the Railway a couple of months back, came in second on the exam and has gone to the Treasurer's office. *Harld Benson* took fifth place, and is now in the Tax Collector's office. *Ed Davenport* went to the Treasurer's, *Paul Mineck* to the Tax Collector's, and *Dan Galvin* stayed with the Railway and is now in the Money Room. Another new teller with the Railway is *Michael Sweeney,* formerly with the Board of Public Works. Best of luck to you all . . . The happy newlyweds, *Alyce* and *Tal Mather,* were honored at a party given by over a hundred Railway friends. *Dan Brogan* made a charming speech and presented them with a beautiful electric clock from the group . . . Geary office welcomes *William D. Hastings,* the new Claims Investigator who joined the staff early this month; also *Bill Eisel,* who is a new addition to the Schedule Department. Other new employees are *Barbara McLeod* of Geneva and *Paul Rogers* of 24th Street Stores . . . *Dorothy Johnson* is vacationing at Yosemite; the Johnson's have their own house in the valley at Foresta . . . Our deepest sympathy goes to *Connie Morena* in the loss of her baby girl, who was six weeks old.

Geneva Division

The Dispatcher's office is undergoing quite a change these days. With this issue the Receiver's and the Gilley Rooms will have been enlarged considerably to take care of the increase in personnel . . . Ever since signing up for the Collector's job, Conductor *Frank* (Sunshine) *Petiti* has been sporting quite a tan. You would think he was spending his time at a resort instead of on a busy corner collecting fares . . . We wonder if there is any tobacco in the pipe Conductor *Joe Schiller* smokes as it could easily be mistaken for a lead wire burning . . . Motormen *Eddie* (Cas) *Hildreth* and *Morrie Newman* with Conductor *Willie Ochoa* all root for the visiting team when they go to see the Seals play. Where's that loyalty, fellows? . . . Conductor *Warren Jester* spent his vacation in Montana and left just in time before the disastrous flood started to break . . . Loaded with phoney jewelry, Motorman *Willie* (The Count) *Grassi* can be seen visiting San Francisco's nite spots, which not only draw attention from the upper class, but flies as well!!!

Thank You!

For pictures used in connection with chronicling the history of the Nos. 5 and 21 lines, our thanks go to Potrero Shopmen Charles Smallwood and Jerry Graham and to Geneva Motorman Lorin Silleman.

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Washington-Mason Division

Washington-Mason operators are to be congratulated for the showing they made during the month of May in the way of accident reduction. Although they have not as yet achieved a perfect score, they are trying very hard to attain that mark. To the crews of our division who may not be aware of it, we had a stretch of six days without an accident. Keep up the good work, boys, and get that top place . . . Several new faces are to be seen around the barn lately. *Chester Combs, John Dearer, Martin Cortesi, Raymond Fontaine* and *William Alford* are breaking in on the front end. *Emmett Rodrick, Walter Brian* and our old friend, *Mary Ball*, are on the rear end . . . Our sick list for the month carries the names of *Nick Papadakis, Claude Boyd* and Dispatcher *Leo Dahl*. Hope to see you around soon, fellows . . . The mystery of the hour is: Why has our good friend *Stanley Krystpin*, taken a turn for the good old days again? We mean baseball and cigarettes. Must be those vitamin pills you read about.

Track Department

Looking like an admiral and resplendent in his new uniform, *Tim Sullivan* dropped by for an inspection before reporting for duty in the Naval Reserve. Anyone wishing to join up can see Tim as he will be recruiting men for Uncle Sam's Navy for the next couple of weeks . . . After a swell job on the Track Department, *Ed Davenport* has left for a promotional job as Teller in the Treasurer's office at the City Hall. We all wish Ed good luck in his new venture . . . *John Walz* is back on the job after a bad siege of illness in St. Joseph's Hospital . . . Off on a grand vacation trip is *Anita Rohlfs*, our capable and efficient lady of the Track Department. She is flying to New York and returning cross country via the Canadian Rockies. We expect to hear some tall tales about those tall buildings and various points of interest on her trip . . . Trackman *Michael Dwyer* passed away May 30th after a long siege of illness. On behalf of the Department, we extend our deepest sympathy to his family.

Stopping "On a Dime" Just Won't Work

It must be noted that a definite series of factors are involved in the process of stopping. The operator must employ each of the factors of stopping the vehicle. None can be omitted. First the hazard is sighted, and by the time the average operator arrives at a decision to stop, the vehicle has traveled quite a distance; and as he applies the brake the vehicle consumes more distance. From the moment the brakes are applied until the car comes to a stop additional distance has been covered. The total minimum stopping distance for the average operator consists of:

1. **Decision distance**
2. **Reaction distance**
3. **Braking distance**

An emergency stop can be accomplished in about one-half the distance of a normal, unhurried stop. But in an emergency, the minimum stopping may be entirely too far to avoid a collision. At that rate, any time when the distance from the point where the hazard comes into view to the point of the impending impact is less than the minimum stopping distance, an accident is practically inevitable.

Operating procedure must be adjusted so that the operator can employ in an emergency stop the same unemotional and accurate features of the ordinary stop. He would then be able to measure up a dangerous situation deliberately and accurately, and be able to bring his vehicle to a stop safely at a predetermined point, which would be short of the "collision."

To summarize briefly, operators should be constantly alert as to situations which would call for emergency action. If these situations are prepared for well enough in advance, we can be assured of safe driving.

—Design for Safe Driving

Trolley Topics

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Potrero Division

By July 1st, some 137 motormen and conductors will have joined at Potrero from McAllister Division. We welcome each and every one of you . . . Our Division Superintendent, Mr. *L. G. Marshall*, has been on a well-earned vacation for the past few weeks, and we are glad to know he is having a good time and a fine rest . . . We wish again to send greetings to those of our Division on sick leave. May you have a speedy recovery and return to work soon . . . Frederick Steffers, age 2½ years, son of Motorman *W. Steffers*, tops the list with 2000 points for the royalty division of the baby show for a Hollywood screen test. Congratulations to both parents and Frederick . . . The Drum and Bugle Corps under leadership of their captain, Trolley Coach Operator *I. T. Smith*, have really made progress. They blossomed out in beautiful new uniforms and put on a snappy performance during the parade of the 50 new buses . . . To those of the Division who are on vacation and those about to go, we wish you all an enjoyable time and lots of rest from the daily grind . . . This Division is becoming more and more streamlined daily as the new trolley coaches keep rolling in. They sure look good.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

3 JULY, 1948 Number 7

Buses Take Over on Haight Street Lines

Two more antiquate street car lines, the No. 6 Haight-Masonic and the No. 7 Haight-Ocean, were converted to buses this month in the second major step in the Railway's $20,000,000 rehabilitation program.

As in the initial conversion of the McAllister and Hayes Street lines last month, motor coaches are being substituted as a temporary measure. All four lines will be converted to trackless trolley operation by next spring.

About 120 of the order for 209 Whites are now in service on the four new bus lines. The No. 5 and 21 lines were scheduled for 55 coaches, but the service proved so popular that the fleet was augmented to 68. The Haight Street lines are using about 50 coaches instead of the scheduled 45.

More changes will take place on August 1st. The No. 22 Fillmore and No. 25 Bryant Street lines will be converted to buses, with the No. 22 line slated for trolley coaches by December. The No. 3 Sutter-Jackson and No. 4 Sutter-Sacramento will use buses between Fillmore Street and the outer terminals. The 22 and 25 lines will operate out of 24th Street, and the 3 and 4 bus lines will run out of McAllister.

Fillmore Division will be shut down on July 31st, and the No. 31 line will go to Sutro. In addition, Sutro will handle the inner section of the 3 and 4 Sutter Street lines which formerly have been operating out of Geary. Geary will also lose the M line, which goes to Potrero.

The new Ocean Division will be initiated on August 1st with five bus routes assigned there. Service facilities and some inspection pits have been installed, although the yard is only partially completed. Additional bus routes will be transferred there as storage space is made available.

24th Street Division

"Daddy" Fincel is passing out the cigars again. Congratulations, Harold . . . *George Kennedy, Ed Sorenson* and *Cliff Thomas* recently transferred to Inspectors. Good luck, boys . . . *Henry Eastman* joined the wedded ranks with the rest of the June grooms . . . Some of the old faces are being missed at this division since some of the fellows have transferred to McAllister Division.

Washington-Mason Division

With the general sign-up a thing of the past, several new faces are showing up that will be strange for a while. We wish to welcome these new men to our division, and hope the strangeness will soon wear off . . . Some of our boys have been aided toward being uniformed by a few spare coats that were on hand, and we would like to know if there are any old pants in the offing (minus patches please) . . . We have been asked what makes *T. P. Li* tick. For a little guy he can make more noise. You should hear him when he plays pool . . . One of our amiable gripmen has acquired a new watch, and he evidently doesn't trust the timepiece. He checks with the starter at the turntable on each trip, and we are taking bets on whose pocket is going to stand the strain the longest . . . Speaking of timepieces, if Conductor *E. S. Evans* will contact the office or the telephone book, he will learn where there are some good reliable clocks for sale . . . There are two new fashions started in our diggings, new papas and new Packards. Follow-up men seem to have a passion for them. Hope *Jim Buskirk* will like his new car and that *Jesse Blair* doesn't offer to race him.

On Our Cover

(Above) The two new bus lines converge at the corner of Haight and Masonic. (Below) One of the new No. 7 buses sweeps haughtily by the "graveyard" where its predecessors are being stored.

Our Sister Utilities

William D. "Chic" Ryder retired on June 16th after 49 years service with the Water Department. At a testimonial dinner in his honor, he was wined, dined, toasted and presented with a beautiful traveling bag. Everyone had a good time with jovial *Bob Best* as M.C. . . . *Kearce Fahy* has stepped into Mr. Ryder's position. Lotsa good wishes from all . . . *Jim "Casanova" Manning* has been taking every new pretty girl out for coffee . . . Charlie *Chan's* No. 1 son, *Allan,* is back in the Collection Department again . . . "Flamboyant" is the word for *Jim Spiers'* ties . . . *Edna Manseau* enjoyed a week's vacation across the Bay; *Isabel Barnard* ditto at Camp Mather . . . *Bill Durkin* is home after a trip to the hospital . . . *Virginia Tobias* got "thawed out" in Bakersfield . . . *Edna Leopold* had a grand trip on the Recreation "Cooks" Tour (North, South and East) . . . *May Fitzpatrick* enjoyed her trip to Seattle . . . *George Fanning* spent his vacation with his daughter at Yosemite . . . *Bill Eggert* went south to Los Angeles and way points . . . Manager *"Mike" Doolin's* Terminal Terrors nosed out Manager *"Dutch" Wiebner's* Construction Bums in the epic softball game which took place at the Airport picnic. What with the ball game, horseback riding, swimming and dancing, everyone had a delightful if strenuous day. *Ann Smith, Harold Messersmith's* secretary, did a grand job on making the arrangements.

After some 60 years as a car barn, McAllister is being converted to a bus yard. For two weeks both street cars and buses were housed there. Now most of the old car house is being torn down, and the entire yard will be paved to make room for the buses.

Supervisor of Consumers' Accounts W. D. Ryder retired last month after 49 years' service with the Water Department. He started with the old Spring Valley Water Works in 1899.
—Picture courtesy San Francisco Chronicle

Sutro Division

Ed Dyson really scared us when he had a bad case of pneumonia, but due to the quick action of the doctors at St. Francis Hospital, he is now back to normal . . . We all would like at this time to welcome the conductors and motormen from McAllister Division. Some of them are real old-timers, and we know they will enjoy working with us. As for the fellows who went to the buses, good luck . . . So many of the fellows were away over the 4th of July holiday that this old barn was really empty. You could hear your shadow, it was that quiet! It was a lot of fun (from the side lines) watching everybody scatter in the gilley room when somebody accidentally (?) lit a firecracker. Some people just don't grow up, or do they? . . . Imagine someone losing a dead duck. That's what really happened. Of course it was Independence Day, and that may account for the incident . . . Most of the operating personnel of Sutro look great in their new full uniforms. It makes a great difference, and congratulations to those men . . . It's interesting to hear *Jim Maughm*, Night Shop Foreman, and the Night Dispatcher take each other apart where their different political opinions are concerned . . . The very best of luck to our former

McAllister Division

Now that McAllister Division has the new look with all our new coaches, we are glad to be back to say a few words after being out of Trolley Topics for some time. We are really proud of our Division and want to welcome all the new men here, also the old ones who have returned . . . *Bill Johnson*, our Day Dispatcher, is working hard these days with all the changes, but he is doing a grand job just as he always has for years and years past . . . Thanks to the two young men who assisted our erring conductor, *M. J. McCarthy*, into the gilley room the other day. That milk certainly fooled the boys; anyhow it was Mac's last performance at McAllister Division . . . We want to welcome *H. McFadden* back from his vacation; everyone in the office sure has missed him . . . Our Night Dispatcher, *Bob Moyle*, and his wife are motoring through the state in their new car . . . Any of our operators who would like to know how to keep on schedule just speak to *C. Benton;* he can do it with no trouble at all . . . Inspector *W. Sharp* is back in the office with us after being on the street for some time . . . We are sure glad Operator *A. M. Weems* was able to get a run in the General Sign-Up, even if he did have to leave our division, as we know he will look better operating a coach than piloting a ship through the Golden Gate.

Track Department

Anyone wishing the companionship of a real deep sea fisherman contact *Paul Rivero*. How that man loves the rough sea! . . . *Johnny Lee* on his vacation kept the office informed of weather conditions en route . . . July vacationers: *Frank Cassidy* and *Pat O'Shea with Tim Sullivan* taking over as General Foreman; also hitting for the country were *Jim Connolly, Tom Duffy, John Jamison, Dan Kay, John Kelly, Con Mahoney, Jim O'Regan*, and *Hugh McGee. Jerry Keohane* and *Jim O'Shea* went off on a visit to Ireland to see the old home once again . . . Visitors to the office to pick up annual passes were *Frank Sheehan, W. D. Chamberlin, Martin Riley* and *Peter Cuddyre*, all in good health and wishing to be remembered to their many friends in the Railway . . . *Pete Forestieri* retired July 1st after serving the Railway many years. His many friends wish him good luck.
Conductor *Charles O. Magnusson*, who retired.

Shop Notes

The "Kingfish" crown for 1948 was claimed by *Joe Barberi* for landing a 22-pound striper over the July 4th holidays at Taraval. Joe says he used only his own methods and avoided the bait hooking technique taught him by last year's crown holder, *George Anthony*. We expect to hear soon from George, who is reportedly out to regain his lost laurels . . . Among recent vacationers, *Harry Lindman* returned from Kentucky and says that the bourbon here is just as good as any he found in the Blue Grass country. *George Harrison* spent some time on a chicken ranch at Wilton and gathered in 2700 eggs for pastime. *Luigi Canata* attended the Druids' convention at Santa Barbara, and *Ben Weimer* visited at his son's ranch in Pengrove. *Chris Anderson* of our office force spent two weeks at his favorite resort, Richardson Springs, and gained five pounds on the excellent meals served there. Due to temperatures of around 95 degrees, Chris says he spent much of the time in the air-cooled hotel lobby . . . Mr. and Mrs. *Jim Gardner* are getting ready for their trip to Scotland starting July 27th. They will travel by plane both ways and return about October 1st . . . Congratulations go to *James O'Donnell* and *Bress Corley* for topping the list in the recent examination for Foreman ERSM.

Since the Municipal Railway started operation, Dispatcher Lloyd B. Solemink has been one of the mainstays of Geary Division. Sol has been away on sick leave since last fall, and has now retired after over 35 years' service.

(1) Herman Warnke, Elizabeth Ogilvie, Paul Frasher and Justine Couper are grouped around Mr. Frasher's desk in the corner of big Room 9. (2) Stenographic pool includes Sam Stern, Violet Bahre, Catherine O'Malley and Margaret Curtin. (3) Mabel Hall interrupts work at comptometer to answer questions of Edward Morgan and Morton Stern. (4) Lillian Clark and Helen Collins compile revenue statistics.

Let's Get Acquainted

Introducing the Accounting Division

(This is the second of two articles on the Geary Accounting staff. The first appeared in the May issue.)

Last year 221,416,656 revenue passengers were carried by the Municipal Railway. That means an average of over 600,000 per day, although actually the week day totals are considerably higher than that. Every fare is registered. Readings are marked on trip sheets by each conductor, operator or collector, and the trip sheet totals must balance with the amount of money turned in to the Receiver.

All passenger revenue collected on and through the three types of fare registering devices used by the Railway is accounted for by the Revenue Accounting division.

Approximately 1500 separate accounts are audited each week day by the trip sheet audit section. Jessie Ormond, Edith Welch, Norman Morgan, Martin Varella, Sophie Benjamin, Stella Gee, Frank Farrell, Hildegard Bowen, Elsa Backhard, Gale Bishel, Horace Hopkins and Lois Folden comprise this section, which develops the control of all cash and token fares lifted by individuals, lines and stations. The difference between said control and the actual daily deposit with the City Treasurer is collected through the short and over list from individual conductors and operators. An average of $52,000.00 in cash and token revenue must be checked each day.

Bookkeeper Herman Warnke maintains records and keeps subsidiary ledgers on all cash fares lifted, tokens sold, school tickets sold, interurban tickets sold, foreign token exchanges and redemption accounts receivable, also billing in connection therewith, etc. He also makes a monthly audit of all ticket and token stocks maintained by the Railway.

As of April 30th, the Railway owned 1,692,706 metal tokens, weighing approximately 24,402 pounds. Of this number 2,775,495 tokens are outstanding in the hands of the public. In other words, the public is carrying around in pockets and purses about seven and one-fourth tons of tokens.

During the period April 1, 1947, to March 31, 1948, the Railway took in 516,112 foreign tokens through fareboxes as passenger fares. These were shipped to about 80 different transit companies in 29 different states for redemption or exchange. Also we received approximately 81,445 tokens of our issue from other companies.

Foreign token redemption and exchanges with other transit companies are handled by Justine Couper. She also takes care of General Office school ticket and token sales, and receives and deposits with the Cashier all money collected other than passenger revenue.

A total of 505,591 school cards were sold to students during the last fiscal year for the sum of $252,795.50. San Mateo round trip tickets were sold to 17,362 passengers during that period, amounting to $6,944.80.

Sam Stern, Violet Bahre, Catherine O'Malley, Margaret Curtin and Claire Nash form the stenographic pool. They type the major portion of all statistics, forms, records, short-and-over lists, etc. and proofread, ditto and mimeograph same for the entire Accounting Department.

Bookkeeper Elizabeth Johnson maintains subsidiary ledgers on cash and token shorts and overs, and records the collection and deposit of same by stations with the cashier. All platform personnel leaving the Railway must clear through her books.

Helen Collins, Lillian Clark and Mabel Hall, comptometer operators, compile revenue statistics by lines and by types of operation, also showing a comparison with the same day of the previous year.

Edward B. Morgan assembles and files in chronological order by runs and by lines all trip sheets, register cards, summary sheets, records and documents after completion of the revenue audit and packs same in cases to be stored for future reference.

Also located in this section are a few employees who are not directly connected with revenue accounting.

Elizabeth Ogilvie is custodian of the General Office payroll, which involves posting from attendance records on rolls all time worked by office employees, and the computation of gross earnings. of each employee. She also distributes the checks upon their receipt from the Controller.

John J. Lynch, who retired early this month, has been handling interdepartmental mail collection and distribution.

Morton Stern is in charge of the stationery and supply room and assists in the purchasing of necessary emergency items for office use.

Supervising the personnel in this section is capable Head Clerk Paul W. Frasher, whose serene disposition has endeared him to all who work under him. Mr. Frasher joined the Municipal Railway in September 1944, and has held his present position since consolidation of the railway properties.

Trip sheet audit staff consists of (1) Martin Varella, Jessie Ormond, Edith Welch, Norman Morgan, (2) Hildegard Bowen, Sophie Benjamin, Stella Gee, Frank Farrell, (3) Elsa Burkhard, Gale Bishel, Horace Hopkins and Lois Folden. (4) John J. Lynch delivers mail to Typist Claire Nash as Bookkeeper Elizabeth Johnson looks on.

Line Department

To justify the continued retention of *Ed Brown's* "catsackers", the Line Department's mascot is currently engaged in rearing a new brood of five. . . . That "something missing" in the line Department will be *Jm Wickstrom* who is retiring August 1st after more years service than we thought was possible. His going will leave a gap that will be felt heavily for his ingenuity is to a large degree responsible for the present excellent condition of the Railway's electrical system. To fill the gap we understand that General Foreman *Dave Whelan* plans to thrown in genius *Marion Smith*. Included in Smitty's duties will be care and grooming of the cat and such offspring as may arrive from time to time. Yes, the cats will miss Wick too. . . . Old-timers will be glad to hear that *Jack Morgan* is recovering rapidly from his recent operation and expects to be in the pink for the opening of the August deer season.

Potrero Division

Shortly after this issue is published, the general sign-up will go into effect, the date being August 1st. We will see lots of new faces, but let's all get acquainted and make the division one big happy family . . . We wish to congratulate all the men of this division who were promoted recently to the position of Inspector. May they have every success in their new jobs . . . Inspector *George Elston* has been smoking some high priced cigars since his promotion and even passing them out . . . Welcome to Inspectors *L. H. Hunt* and *Maurice Ittig*, who have recently joined our office staff . . . At this time we send greetings to our night dispatcher, *John Daly*, who is on sick leave and wish him a speedy recovery . . . We are losing some of the old-timers at this division. Motorman *Thomas O'Connor* just retired and is taking a trip back to Ireland. Also Conductor *Ray Seymour* has retired and is going into the chicken business near Santa Rosa. Last but not least, *Chris J. Murphy* has left us and has gone to Boyes Springs to take life easy.

Old Cars on Haight Street Lines Now Belong to History

The old cars of the Haight Street lines have been disparaged for so many years that San Franciscans will hardly believe that there was a day when transportation on Haight Street was the pride of the city.

When the original cable line was built in 1883 by the newly organized Market Street Cable Railway Company, passengers were overwhelmed by the splendor and speed of the bright red cars. The fast, frequent, comfortable service was beyond anything that had been offered by the erratic horse cars or by earlier cable cars of the dummy and trailer type.

Despite the line's reputation for speedy dependable service, some interruptions were unavoidable. Haight Street was shut down nearly every winter for three or four days to dig out the sand that had washed into the channel from Buena Vista Hill, clogging the slot from Broderick to Steiner Streets.

The cable line extended only as far as the Park, but a subsidiary of the company, the Park and Ocean Railroad, operated a steam dummy from the Haight and Stanyan terminus out Lincoln Way (then "H" Street) to the Beach and across the Park to its station on 48th Avenue between Balboa and Cabrillo. An extra fare was charged for this ride, and both lines operated very profitably.

So profitably, in fact, that the rival Omnibus Cable Company tried to steal some of the business. The Omnibus built a cable line too running out Fell and Oak Streets to Stanyan and then over to Haight Street, with its turnable only a few feet away from its competitor's. With even never equipment than the Market Street Cable Railway, the Omnibus company took over its share of passengers going to and from the Ocean Beach trains.

The Market Street company decided to put a stop to that by extending its cable line a few blocks to First Avenue and terminating the inbound steam trains at that point. They constructed some track along Stanyan preparatory to removing their turntable and putting in the curve.

Meanwhile the wily Omnibus Company brought in a crew of workmen one dark rainy night and put in a section of track connecting their own turntable with the new Stanyan Street tracks. The job was concreted thoroughly, and the Omnibus cars were being run over the tracks the following day.

The Market Street Company sent out its own crews to tear up the tracks, but they found the Omnibus cars were occupied by burly workmen intent on keeping possession. The Omnibus men were being fortified with food, drink and entertainment, and they outlasted the less solidly encouraged group of Market Street workers.

The short piece of track was of little use to the Omnibus people, but it did keep the Market Street from putting in its curve, and the Omnibus Company retained its share of the Ocean Beach business.

To further complicate matters, two other companies who also had franchises on Stanyan Street laid electric tracks over the cable rails, with the

(1) This Market Street Cable Railway car took people as far as Haight and Stanyan in the 1880's and 90's. (Note competing Omnibus Cable car in background.) (2) From the cable terminus, passengers went by steam train out Lincoln Way and across the Park to the station at 48th near Balboa. The Park & Ocean Railway was opened for traffic in 1884. (3) The Stanyan Street junction was a busy place on Sundays and holidays.

result that none of the three tracks could be used. Workmen from the four companies had many a fight before the dispute was finally resolved by a consolidation of the major contenders.

This took place in 1893 when the Market Street Cable, the Omnibus Cable, the Beach steam road and some others were merged to form the Market Street Railway.

In 1900 the Market Street Railway started a program of electrifying some of its lines, and the steam road was converted to an electric line. Three of the old steam coaches of the closed variety were equipped with motors, controllers, air brakes, etc. These were the first street cars in San Francisco to be equipped with air brakes. The big heavy cars operated only on the original route and did not come down town.

By the end of 1902 through electric service was established from 6th and Brannan to the Beach. Regular street cars were used on this route, and the three old electrified steam coaches were retired. They were eventually sold for use on interurban lines around Los Angeles, and until very recently one of them was still in daily service there.

In those days the railway had a contract with the city to remove street sweepings, which were deposited at certain downtown points by the street cleaning wagons. Electric dump cars with huge bins packed up the refuse and hauled it out Lincoln Way to the outer end of the line and then on spur tracks into Golden Gate Park where the sweepings were dumped to fill in some low places there.

After the fire of 1906, the Haight Street cable line was rebuilt as an electric line still terminating at Stanyan. At that time through service to the beach was provided by the No. 20 Ellis-Ocean line. On February 7, 1916, the present No. 7 Haight-Ocean line was created by extending the Haight Street line out over the route of the Ellis Park and Ocean line, terminating at LaPlaya and Balboa. On February 23, 1947, the outer street car terminal was changed to 47th and Lincoln Way because the roadbed across the Park was no longer safe, and buses were put on to cover that portion of the route.

The outer section of the No. 6 line had its origin when, around 1898, a 4-wheel shuttle electric car started operating from Haight and Masonic to the Affiliated Colleges (now U. C. Hospital). After the 1906 disaster, this section became a part of the reconstructed Hayes Street line and in 1912 the line was extended to 9th Avenue and Pacheco. This was the last extension ever built by the United Railroads. The No. 6 Haight-Masonic line started operating along its present route on February 7, 1916.

The No. 6 line operated out of Oak and Broderick car house until October 1941 when that barn was abandoned and the line was transferred to Haight Street. In December 1946 the Haight Street roof started to collapse, and the building was closed down; both the 6 and 7 lines were then brought over to McAllister.

(1) This picture taken in 1902 shows the old street car station and some early electric cars at the Beach. Single truck cars were used on week days, but on Sundays and holidays double truck cars, such as these from the Third and Kentucky Streets line, were used to handle the heavy load. (2) The territory served out Lincoln Way was largely barren waste in 1906. Here workmen are raising the tracks on what was then called "H" Street; Golden Gate Park is at the left. (3) After the fire, the Haight Street cable line was converted to electric operation; at left is the old Haight Street barn. (4) Prepayment "box cars" of the 100 class were introduced in 1911. Prior to that conductors made their collections after passengers were seated. Car No. 142 was put in service on the Haight-Mason line shortly after the route was created in 1916 and has been in use until retired to the "graveyard" this month.

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Trolley Topics

Vol. 3 JULY, 1948 No. 7

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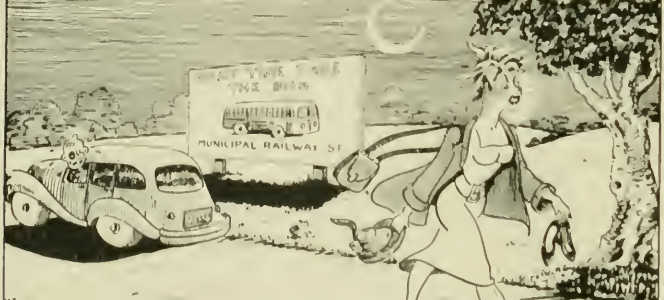
Office Chitchat

There are several new faces out here on the hill. *"Con" O'Brien* is in *Jim Duffy's* old post; *Tom Malliaris* is a traffic checker in Schedules; and *Tom Anthony* is a general clerk in Timekeeping . . . *Martin Varella* is a proud papa again. It was another girl, Linda Maria, born June 16th; Linda has an 18-month old sister, Patricia . . . Vacation time is here, so *Terry Leever* of Claims said, "I'll fly away to Iowa," and so she did for a week and reports that the corn is still tall back there. *Jessie Ormond* vacationed up north, and *Jessie Chu* went to Arizona again this year . . . The bowlers have completed eight weeks of play with the Auditing team only one game out of first place. *"Pounding Paul" Frasher* lives up to his name by holding fourth place in the individual averages; *Ernie Cordini* is fifth; and *Herman Warnke* and *Angelo Landi* qualified among the first ten . . . *Jimmy Byrnes, Jim Dickinson* and *Angelo Landi* have received their appointments as Inspectors . . . Out Geneva way, *Eula McVicar* returned all pepped up after a week at Lake Almanor; she and husband Mac did right well on the fishing. *Clyde Onsrot* took his wife and little Richard on a trip to Tacoma by plane. *Ray Hayton* sported a classy new red, white and blue tie, a gift for his Fourth of July birthday. Everyone was tickled to have *Connie Morena* back at her desk in Personnel again.

Geary Division

Bill Bryant and *Tim O'Gorman* have been in charge of the General Sign-Up. (What happened to poor Silvio?) . . . Conductors *C. McAuliffe, F. Sterling, M. Myers* and Motormen *W. Mulvaney, T. Sullivan, Pat O'Grady, R. Saulls* and *M. Rasmussen* have retired. We who are left will miss you all . . . The following motormen and conductors have been appointed inspectors: *Al Taboada, Jim Dickenson, Louie Bacigalupi, Angelo Landi, Andy McCarthy, R. Tompkins* and *John Mannix* . . . Inspector *George Mitchell* is now our midnight dispatcher. Welcome back, George . . . Ex-Receiver *Stan Gillis* is now working on the buses. Be careful of the poles, Stan . . . *Charles Openshaw*, who replaced Gillis at Geary, is doing a swell job and we are all glad that he is here . . . Conductor *Bob Brown*, whose jaw was fractured by school boys while on duty, is back working . . . Conductor *Jim Lawless* has been transferred to Receiver and is now working at Portrero . . . *Mr. Mason* is now back with us having been at Potrero and on his vacation. During his absence Superintendent *Ralph Strawn* was in charge here . . . Conductor *Pat Tinman* is now in Ireland on leave to visit his relatives . . . Thursday is *Paul Young's* day for the barrel . . . Note: Everyone at Geary and elsewhere should pay particular attention when *Benedict* smiles. He has something to show of which he is very proud.



Geneva Division

Congratulations to Conductor *Joe Von Schulze*, whose wife gave birth to twin boys. That makes a total of five, two girls and three boys . . . Motorman *George Cook* is looking forward to exchanging vows with a pretty usherette from the Crown Theatre . . . Night Dispatcher *Les O'Connor* started to eat his lunch the other night and almost choked on some foot powder. He had grabbed the wrong bag when he left for work. By the way, everybody is wondering what Les was doing around 1:00 o'clock in the morning when he was hosing the front steps of his house! . . . After all these years Jesse James finally comes to life, and it's none other than Conductor *"JJ" Brewster* . . . Receiver Lionel *McCarn* keeps the office force jumping these days with his famed kick on the burglar alarm, which is getting to be quite a habit . . . Conductor *Tom Gouzanlek* recently broke in on the buses, and we wonder if that was his trail of a broken signpost and a bunch of whimpering dogs. Tom is sporting a late model Ford these days after many years of driving a Model A . . . One of our well-loved old timers, *Frank C. Walters*, who started in horse car days, died on June 22nd after a long illness. Motorman Walters retired two years ago after serving since 1904.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

3 AUGUST, 1948 Number 8

MODERNIZATION PROGRAM IS MOVING RAPIDLY

New Bus Lines, Bus Yard And PCC Cars Listed on August Progress Report

San Francisco's transit picture has brightened considerably during the past few months. Old Railway equipment is being retired, new vehicles are arriving, maintenance facilities are being improved, work is in progress on widening and resurfacing streets, new traffic signals are being installed, and many other improvements are now or soon will be under way.

LINES CONVERTED

Motor coaches have replaced street cars on two more lines, the No. 22 Fillmore and the No. 25 Mission-Bryant, in the third major change effected under the Railway's $20,000,000 rehabilitation program. The Fillmore line will be converted to trolley coach operation by December. Work is already in progress on the construction of trolley coach overhead, and contracts have been let for track removal.

Two additional car lines which run for a few blocks on Fillmore, the No. 3 Sutter-Jackson and the No. 4 Sutter-Sacramento, were split in half, with buses taking over the outer portion of the routes. These lines also will ultimately be converted to trackless trolleys.

NEW BUS DIVISIONS

With the full order of 209 new buses now in service, the motor coach fleet has been almost doubled. (We now have 161 coaches, some of which are disabled, however, and about ready for retirement.) In order to service the fast growing fleet, two new bus divisions have been created. The new Ocean yard at Ocean and San Jose Avenues was opened on August 1st with 11 bus lines assigned there. While the yard is only partially completed and facilities are limited, inspection, servicing and minor repairs are handled for some 86 buses operating out of the division.

Most of McAllister carhouse has been torn down and the yard is being adapted for buses. The gilley room, offices and a small storeroom are all that remain of the old building. Facilities have been gradually improved since the first buses were brought there in June, and the yard now handles 127 coaches.

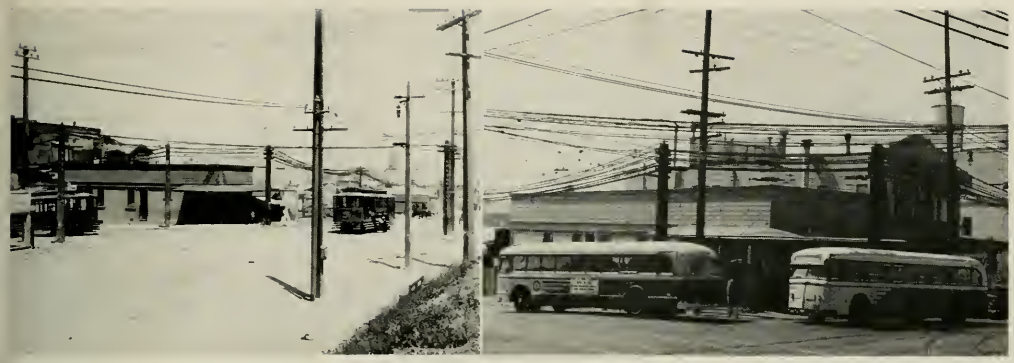
These Railway men could hardly wait for a look at the first new PCC car. Left to right they are Jack Loebling, H. E. Holt (Southern Pacific), L. M. Jeffers, General Manager Wm. H. Scott, Al Kritscher, Bill Bendel, Tommy Thomas, Ray Hayton, G. W. Evington, H. G. Wilson and Bill Ratto.

OTHER NEW EQUIPMENT

Shipment has been completed on the order for ten new "PCC" cars from the St. Louis Car Company. These are the first new streetcars the Railway has been able to purchase since it put the first five streamliners into operation in 1929. The cars are powered by four General Electric Motors and equipped with the latest in General Electric controls and brakes. While the new cars are almost identical in appearance with the five earlier PCC cars, they differ somewhat in operation. Principal difference is that the older cars are operated by hand controls, while the new streamliners are run with foot controls, the same as in a trolley coach. Another novel feature is that there is absolutely no air on the car at all. All braking is done electrically.

Twenty-four new 40-passenger trolley coaches have been received from the Marmon Herrington Company. The new coaches are powered with General Electric equipment and have dynamic and air braking. The Railway now has a total of 58 trolley coaches operating out of Mariposa yard, and bids are being asked on the purchase of 150 more.

Something special in the way of portable offices is this converted bus occupied by Bus Dispatcher Pierce Welch at the new Ocean Yard. The office is equipped with telephone and desk, and bus schedules have been posted along the car card racks. Operator James T. Kerrigan is waiting to find out which coach has been assigned to him.



The intersection at 16th and Bryant is shown on the left as it appeared in 1908 with No. 22 and 25 line cars in operation. Now 40 years later (right) the corner cafe looks about the same, but the new buses have been added.

Shop Notes

August 4th marked the initial softball game between the Potrero and Elkton shop teams with Potrero winning 7-3. The batteries were Manager-Pitcher *Ray Anderson* and *Bob English* for Potrero and pitchers *Leonard Thannisch* and *Bob Ford* with *Bill Yount* doing the catching for Elkton. *Paul Romo* officiated as umpire. The spectators were treated to some spectacular plays including a home run by slugger *Al Gandolfo*. These teams will meet from time to time and, being well matched, should continue to play interesting games for those who enjoy good baseball. . . . The story of how *Elmo Dempsey's* grey cat slept all through a soap and water scrubbing seemed puzzling until details were revealed by *Frank McQuaid*. On the day that Fillmore carhouse closed its doors this shop pet, worried over losing its old home, supposedly fell into a barrel of black lubricating oil from which it was removed in a sorry looking state. Came *Louis Jackson* to the rescue with buckets of suds and scrubbing brush, and after removing most of the oil, vigorously continued his efforts in an endeavor to restore the natural color of the maltese fur which appeared to be badly stained. It was not until Elmo's cat, awakened by the disturbance, came strolling out of a nearby car in his dry, grey coat that the error was discovered. The stray black cat which Jackson had been trying to scrub grey took off at top speed for parts unknown.

Track Department

His many friends will be glad to hear that our popular superintendent, *John Ryan,* is fast recovering from his illness. After a sojourn in the French Hospital he is now home and expects to be back on the job any day. If Mr. Ryan wonders why his friends were so thoughtful and visited him so often in the hospital, it's just possible that his pretty daughter who is a laboratory technician there had something to do with it. . . . After many years of service with the Railway, two old-timers are now taking things easy. Track Foreman *John Jamison* and Trackman *Pete Forestieri* were retired in July and are now enjoying their leisure. . . . A novel sight was *Dan McCarthy* on the rear step of a Church Street car with an 18 pound bass sticking out of his knapsack. Passengers on the car gave Dan admiring glances and a wide berth at the same time.

Washington-Mason Division

The first of August brought several changes to the division in the form of new faces, vacations and the new barn sign-up. We extend a welcome to the following new men: *F. Rodriguez, James Hamilton, Wm. Helms, H. D. Hernandez, John Gutterman* and our newest gripman, *John J. Regalia.* . . . Gripman *Thomas Chadderton* and Conductors *George Cocoles* and *George Brandley* are enjoying the fruits of a well-earned vacation. . . . Our amiable conductor, *Charles Homan,* seems to be planning on a jaunt to Yellowstone. Look out for the bears, Charlie. . . . Our month's mystery concerns the rumor that there is a shuffleboard champion in our outfit, and closely connected with it we hear the name of one of our gallant gripmen. Wonder if *Doyle Helms* knows anything about it. . . . Wish *Jim Buskirk* would tell us when he is going to that that new car.

Abandoned Street Car Lines Played Big Part In Growth Of Young San Francisco

The network of car lines which provided early San Francisco with transportation was one of the important factors in the development and growth of the young city. Horse cars, cable cars, steam lines and electric cars all had their part in the city's expansion.

Now four more of the street car lines which have been so closely interwoven with the city's history have been converted to buses, and the electric cars have been retired to make way for more modern vehicles.

NO. 22 LINE

Many old time Railway men remember when the Fillmore Street line started operation in August, 1895. Single-truck cars of the "California" type provided service over the entire route from Bay and Fillmore to 16th and Bryant, including the two-block counter-balance section between Green and Broadway Streets where grades of 24 and 25½ per cent had to be surmounted. At Green Street the cars were hooked onto the Fillmore Hill cable and ascended the hill to Broadway where they were unhooked and proceeded to Bryant Street.

After the United Railroads took control in 1902, the line was cut into two parts, using double-truck cars south from Broadway and establishing the Fillmore Hill line with the single-truck "dinkies" running from Broadway to Bay Streets. During the Panama-Pacific Exposition, thousands of visitors to the Exposition rode the little cars up and down the steep hill. The quaint, short line remained in operation until April, 1941.

After the fire of 1906, Fillmore street cars were the first in the city to resume operation, and passengers were carried free for the first few days. The early resumption of street car service at this trying time led many of the large department stores formerly located on Market Street to open temporary stores on Fillmore Street

During World War I the line was extended to 23rd and Kentucky (now Third) Streets, terminating at the Kentucky Street carhouse. When Third Street was widened, cars went only as far as 18th and 3rd.

NO. 25 LINE

The No. 25 line, now known as the Mission-Bryant, was formerly the San Bruno line, which ran originally (1895) from 26th and Folsom Streets to San Bruno Avenue and Dwight Street.

The single-truck "dinkies" were a picturesque part of the Fillmore Street line in earlier days. Top picture was taken in 1905; the car is still lettered for the original Market Street Railway despite the fact that the United Railroads had taken over in 1902. Gas street lamps were still in use when the center picture was taken in 1912. Lower picture shows Fillmore Street in 1920. Note old electric bakery truck at far left

Around 1908 the line was brought downtown, and the inner terminal became Fifth and Market Streets. The outer end of the line was extended to the Five Mile House at Wilde Avenue in 1911, and later the line was again extended to Arleta.

In 1935 coaches replaced street cars on this route, but in 1942 street cars were reinstated, with coaches on nights, Sunday and holidays. The inner terminus was changed to the Ferry in 1945.

Since December 5, 1946, when the "H" line was extended to cover the outer portion of the route, the No. 25 car terminal has been at Army and Potrero.

NO. 3 LINE

The outer section of the No. 3 Sutter-Jackson line was formerly a part of the present Washington-Jackson cable line. The original cable line ran from the Ferry to Presidio Avenue and was built in 1885 by the Powell Street Railway. During cable operations cars were turned by means of a

turntable at California and Central (now Presidio) Avenue. At this terminus connections were made with the Ferries & Cliff House steam railroad to the beach and, after February 1, 1896, with the Sutro Railway electric line for Sutro Baths.

When the Jackson cable line was reconstructed after the 1906 fire, it went only as far as Steiner Street. The part of the line from Fillmore to Presidio Avenue was made into an electric line and became the outer end of the No. 3 line.

On March 19, 1911, the first "Pay as you enter" cars in San Francisco were introduced on this line. Prior to that passengers seated themselves and dug out their fares at their leisure, while the busy conductor ran up and down the car collecting when and where he could.

Since October, 1946, motor coaches have served this route on nights, Sundays and holidays from Van Ness and Sutter to the outer terminal.

NO. 4 LINE

In the late 1880's the Sacramento Street cable route of the Powell Street Railway was extended out Sacramento and Lake Streets to Sixth Avenue and across Sixth Avenue to Fulton and the Park. About 1901 these cable cars were terminated at Central (now Presidio) Avenue and Sacramento, using the "wye" into the old Sacramento Street car barn in place of a turntable to turn around.

In 1904 the outer section of this line (west from Divisadero) became a part of the original No. 4 line, which then ran on Turk and Eddy Streets and north on Divisadero to Jackson. The blocks on Divisadero from Jackson to Sacramento were covered by a shuttle service known as the Divisadero Extension.

The Sutter-Sacramento route was inaugurated on June 16, 1935, running out Sutter, Fillmore, Sacramento, Lake and Sixth Avenue to Fulton. Since April, 1940, coaches have provided night, Sunday and holiday service from Sutter and Fillmore to the outer terminal.

Cars of the old San Bruno line are pictured at the left. Upper picture was taken in 1905; lower picture shows car crossing Ocean Shore railroad tracks around 1912. The tracks have since been removed and the right-of-way converted to what is now Alemany Boulevard. Pictured at right are (above) Jackson Street cable car about 1886 and (below) a No. 3 car at the Presidio and California terminus of the line in 1910.

Geneva Division

Sunday, August 1st, was an unforgettable day at Geneva. The stillness of the morning was broken not only by the street cars running over the rails but also by the roar of bus motors. With the transfer of ten bus lines from 24th and Utah Division,a new Division was formed called "Ocean." It brought new responsibiliites and a greater number of personnel, but Superintendent *Jim McDevitt* and Dispatcher *George Taylor* have taken it in stride. . . . Congratulations to Relief Dispatcher *Bill Mahoney,* who was appointed a permanent Inspector. . . . Speaking of Inspectors, we wish to welcome *Paul Colbert, Bob Connolly* and *Emery Dutcher,* who were assigned to this office. . . . After a long illness, Dispatcher *Kenny Watters* is back on the job. Ken spent some time at Oregon and is looking very good. . . . A couple of old faces are welcomed back to Geneva with the new Ocean Division. They are Operators *Frank Johansen* and *Jack Regan.* . . . Motorman *Morris Newman* has his three boys trained right, for when they go to the ball game the three "Yea!" all together when the Seals some to bat and all "Boo!" when the visiting team is batting.

Fillmore's last few days of operation brought many sighs and recollections of "the good old days." The old-timers were particularly disconsolate at leaving the barn where some of them had worked for 30 years or more. The last car pulled into the carhouse at 1:52 a. m. on August 1st. Now the 31 line runs out of Sutro: the 22 and 25 have been converted to buses.

Sutro Division

Sutro carhouse is going through a considerable change with new office equipment, operating personnel, new coat of white paint on the front and also in the office, and things are really humming. Practically everything from Fillmore Division moved to Sutro, even the Superintendent, *A. J. Schirmer*. . . . Now that we have a brand new superintendent, the office force is still trying to catch their breath. Between putting in new desks for everyone and disposing of the old, all the dispatchers are going around with their locker keys in their hands. And that's only the beginning, as Mr. Schirmer put it, and we believe him too. . . . Motorman *C. E. Gardner* is the kind motorman who received a nice write-up in the paper for assisting a lady on his car who became ill. . . . Lockers are our problem right now, and we wish to thank the many men from other divisions who are patiently waiting for assignment of a locker. . . . Seems strange to have No. 3 and 31 cars leaving and turning in at this location. . . . Miss *Maybelle Paetzel*, the Receiver, knows more about it than anyone as she takes in the remittances. She thinks it's one busy place now and naturally has needed help. . . . Janitor *Earl J. Porter* is also a busy fellow these days; things are revolutionized. . . . Greetings to all the newcomers and the old-timers who returned—may they love it here.

Geary Division

Welcome to our new Day Dispatcher, *Skip Sawyer*, formerly of Fillmore. His helper is the capable *Al Benedict*. . . . There were four "No Accident" days during the month of July. Keep up the good work boys and keep "John" smiling. . . . East Bay patrons were happy to see Collectors *Joe Sullivan* and *Henry Tilton* back at the Terminal after their vacations. . . . The traveling bug really hit the following conductors: *William Barry* drove to Boulder Dam, Grand Canyon, Colorado, and many other places; *Abe Susman* must have read the billboards suggesting "Next time try the train" because that's how he and his family got back to Colorado. *Charlie Tregakis* really did himself proud by going to Alaska. . . . While vacationing at Yosemite, Motorman *Frank Gemignani* ran a large splinter through his leg. We are all wondering whether he spent his time at night chasing bears or what. . . . Motorman *D. W. Weaver* is to be congratulated on being the father of a new baby boy. . . . Conductor *L. E. Rice* left the "B" line to work on the "F" line. It might be in order to "Ask *Bill Bryant*" Why" . . . During July we received the sad news that Conductor *James Reilly* had passed away. . . . Inspector *Fred Pfeifer* claims that the clock in front of Geary carhouse is the only one of its kind between the Mississippi River and Camarrah Bay near Saigon, French Indo China.

24th Street Division

Bill Weidinger became the proud father of a husky boy on August 6th; we understand he takes after his father—what about this, Mrs. Weidinger? . . . *Paul Sperber*, operator of our local service, passed out the cigars also; he was presented with a darling girl, just like her mother. . . . Superintendent *George Lewis* is back from a well-deserved two week rest and recreation period; he really broke in his new tires with all the traveling he did. . . . Operator *W. H. Payne* needs no eraser on his pencil; he's always right and never makes an error. . . . Operator *Frank Koopman* is treasure hunting these days and may be seen hunting for lost articles along the beach every morning. . . . Operators *E. Crane* and *Ray Garcia* are giving the dispatcher a bad time; they want a couple of days off to hunt for deer, not saying of which variety. . . . Day Dispatcher *Jim Lewis* is enjoying his vacation in his new super Buick; the last we heard from him he was headed for Los Angeles and points south. . . . *Dangerous Dan McGrew* got a bargain the other day in Pink Pills for Pale People; now he will not have any rest until he tells C. K. where he got them.

ON OUR COVER

Improvements are coming fast now. (Upper left) the new partially completed Ocean bus yard opened August 1st Inspection pits are in the foreground with the gas dispensary behind them; the pumphouse can barely be seen at the far left. (Upper right) the first of the new streamliners was inspected by General Manager Wm. H. Scott, Southern Pacific City Freight Agent H. E. Holt and Manager of Utilities J. H. Turner. (Left center) one of the 21 new Marmon-Herrington trolley coaches tops a steep grade on Union Street. (Right center) a No. 22 bus stops in front of Seals Stadium; the 22, 25, 3 and 4 lines were converted to coach operation on August 1st. (Lower left) a traffic bottleneck will be eliminated when the Geary street widening is completed; new tracks are being laid and new overhead wiring will be installed.

Our Sister Utilities

The Water Department Engineering Division is branching out; additional offices have been obtained at 45 Hyde Street in the building previously occupied by the Navy Department. . . . *Larry Archer* had a swell boat trip through Inland Passage to Skagway, Alaska. . . . *Mike "Yogurt" Kejak* spent his vacation in Calistoga building a summer home. . . . Congrats to *Billie Balzer* on her permanent appointment. . . . *Leo Stapleman* has transferred to the Board of Education. . . . *Bernice Gutman* left for Los Angeles. . . . There's a move afoot to put *Walt "Scooter" Watson* on skates so he can cover more territory. Throw in a pillow also. . . . The heat's on! The Banking Department of Room 506 charges only 8% interest and you don't have to leave your right arm any more—only your good eye. . . . Anyone with a surplus valve-grinder or pipe-reamer see *Dick Davenport* and help him clear his throat. . . . *Bern Grethel* is basking in the ultra-violet rays of the high Sierras at Camp Mather. . . . *Ethel Cullen* is all set now with a new apartment. How about a house warming? . . . *Lou Perrin* and his charming wife enjoyed a restful vacation in Carmel Valley. . . . It's a baby girl, Victoria, at the *Durkin* house. . . . *Edith Carroll* enjoyed herself at Lake Tahoe. . . . *Charlie Young* is getting ready to retire the end of August. . . . *Bill McGovern,* formerly of the General Offices and now at 425 Mason, has been vacationing down south. . . . *Marion Beaver* is looking better and better since her operation.

RETIREMENTS

Name and Occupation	Joined Railway	Date Retired
Kemp S. Bailey, Geary Conductor	12-12-15	2-22-48
Michele Boschetti, Fillmore Motorman	5-20-18	7-1 -48
George A. Bothman, Watchman	9-23-18	7-1 -48
Edward J. Bozant, McAllister Conductor	10-15-17	7-1 -48
William J. Carr, Car Cleaner	2-2 -24	5-15-48
William F. Clarke, McAllister Motorman	11-11-18	7-12-48
Daniel Crowley, Sutro Conductor	7--14-21	5-25-48
Joseph Arthur Cyr, Geneva Conductor	9-24-23	7-27-48
Frank E. Davis, Watchman	10-26-18	4-1 -48
George T. Dolan, Lineman	8-18-17	7-1 -48
Joseph P. Fitzgibbon, Geary Conductor	7-19-21	4-22-48
Pietro Forestieri, Trackman	12-1 -41	7-1 -48
Morris H .Greenberg, Geary Conductor	4-13-14	5-16-48
John J. Hutchinson, McAllister Motorman	1-23-08	8-1 -48
John Jamison, Track Foreman	12- 1-31	7-31-48
Charles Kolker, McAllister Conductor	11-11-13	7-1 -48
John J. Lynch, Office Assistant	6-10-04	7-1 -48
Charles O. Magnusson, Sutro Conductor	12-17-07	7-1 -48
Rose M. Mays, General Clerk Stenographer	9-1 -06	7-1 -48
Cornelius McAuliffe, Geary Conductor	8-14-14	7-1 -48
William J. Mulvaney, Geary Motorman	8-23-18	7-1 -48
Christopher J. Murphy, Potrero Conductor	4-28-18	7-1 -48
Merritt Henry Myers, Geary Conductor	9-2 -42	7-1 -48
David O'Brien, Car Cleaner	10-10-19	6-16-48
Thomas O'Connor, Potrero Motorman	1-29-15	7-1 -48
Norton A. Rasmussen, Geary Motorman	1-31-27	6-1 -48
Martin Riley, Track Welder	2-4 -18	5-12-48
Robert H. Saulls, Geary Motorman	5-13-14	5-1 -48
Raymond T. Seymour, Potrero Conductor	1-19-15	7-1 -48
James J. Shea, McAllister Conductor	10-31-17	7-1 -48
Frank K. Sterling, Geary Conductor	4-20-18	7-1 -48
Albert Antone Stocker, Sutro Motorman	5-8 -24	7-21-48
Timothy Sullivan, Geary Motorman	1-29-15	7-1 -48
James R. Wickstrom, Lineman	7-3 -18	8-1 -48

After 44 years of Railway service, John J. Lynch retired last month. Originally a motorman (he had the Fillmore run for many years), Jerry was transferred to an inside job after he was injured in 1941. Here Superintendent of Transportation G. W. Evington presents him with a farewell gift at the party held in the Geary offices. Kay Maloney, Rita Navarret, Eleanor Kenny, Charles Foster and Thomas Malliaras are grouped around them.

The engineering staff at 901 Presidio Avenue has grown so fast that they decided it was about time to have a get-acquainted party and learn each others' first names. Together with some friends from 425 Mason Street they met for dinner and an evening of good fellowship. Their smiles indicate that it was a successful affair.

Trolley Topics

Vol. 3 AUGUST, 1948 No. 8

Published under direction of the
PUBLIC UTILITIES COMMISSION

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CHARLES L. REED, *Artist*
MARSHALL MOXOM, *Photographer*

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JOHN MULKEEN	JOHN WHITNEY
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JIM JOSE	VIC PETERSON
JOE KENNEALY	DOLORES SHEA
JIM LESLIE	WILMA TIGHE
DICK GRIFFIN	ELVEN WHELPLEY

Address communications to 1345 *Turk Street, San Francisco* 15, *Attention Editor.*

Bureau of Engineering

A get-together dinner was held on July 12th attended to capacity by the 901 Presidio Avenue engineering staff with Messrs. *A. O. Olson, L. V. Degnan* and *Lou Perrin* as guests of honor. A very enjoyable evening was had by all. . . . Our friend *Jack Woods,* after many months of steadfast work, has finally completed his drawings on the mansion which he is about to build in the Parkside district. . . . *Charlie Reed,* just back from a week's vacation, has been entertaining relatives from Washington. . . . *Dan Lucey* has certainly settled down to be a model husband. He brings his lunch with him, and does he praise the little woman's culinary ability. . . . *Frank Hogue* is back from his trek to the northern part of the state. . . . *Charley Maury* attended the National Architects' Convention in Salt Lake City. . . . Newlywed *Howard Grant* is back to work; while on his wedding trip someone picked his wallet containing the honeymoon funds. . . . Young *Dan Bushnell* is working with us temporarily during his vacation from the University of California. . . . Our Electrical Engineer, *Robert Collins,* went on a flying vacation that took him all the way across the United States. He covered about 9000 miles in somewhat less than ten days, and spent two full days in New York. . . . *H. B. Singh* has returned from St. Louis where he has been inspecting the new PCC cars.

Office Chitchat

Chris Welch had a busy month; she was married to Corporal George Hnatsuko of the U. S. Air Force and then a few days later she was rushed to the hospital for an appendectomy. . . . There are more new faces out on the hill. *Lorraine "Ray" Matulich* is a drum-majorette in her off-hours and twirls a wicked baton. *Olga Brasesco,* who worked in Geneva personnel some time ago, has two brothers on the platform and writes nice poetry, we hear. Ex-WAC *Mollie Luman* has joined *Paul Frasher's* stenographic pool, but is leaving to replace *Alyce Mather* while Alyce is on leave. *Agnes* Currie is helping out in *Merlin* Henry's office. *"Rudy" Ramirez* has taken *Bill Flynn's* place on the mail motorcycle. . . . Feted at recent birthday luncheons were *Kay Maloney, Adele Davidson* and *Dan Brogan,* at El Prado, Tarantino's and Fior D'Italia respectively . . . Approximately four months left in Leap Year, gals. . . . No one seems to know who baked the cake for *Moe Stern's* 22nd birthday, but we all enjoyed it regardless. . . . It is rumored they are locking the door in the Timekeeper's Office these days. *Remo DeLuca* isn't taking any chances of losing any more employees. . . . By the time this goes to press, we will have wished MANY HAPPY RETURNS to our popular General Manager, Mr. *William H. Scott.* . . . *Justine Cooper* will return to work in a few weeks.

Potrero Division

The Division is getting more streamlined as the days go by. The new PCC street cars are beginning to arrive, and they really are beauties. . . . The "M" line is back with us again and quite a number of the old-timers came back with it. We welcome you. . . . We also wish to welcome Inspector *Frank Welch,* formerly at Fillmore, as our morning receiver. . . . What did Shop Foreman *Pat Ward* do on his vacation at Russian River that caused him to return home with an aching back? He had to take a few days sick leave to recover from his vacation. However with 114 days coming (what a man!) he doesn't have to worry. . . . Foreman *Brew Corley* took Mr. Ward's place while he was away . . . Sub-foreman *Paul Romo* is going deer hunting next month, and our tongues are hanging out for some venison. . . *Joe Granelli* had a "hot time" in Los Angeles, after getting accustomed to the climate down south, he almost froze when he got back to San Francisco's fog

Speedy recovery, "Little Sunshine." . . . Our best wishes go with *Rose Mays* and *Jerry Lynch* who retired recently after more than 40 years of service.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

J. L. REED

3 SEPTEMBER, 1948 Number 9

Where's Your Thinking Cap?

During the summer months, with vacations foremost in everyone's mind, very few employees took time to send in their suggestions for improving railway service. However a few valuable ideas were received including those of Motorman John G. Goehler, Geary; Conductor Clarence Edwards, Sutro; and Conductor G. W. West, Geary.

Don't forget to send in your suggestions. They may concern any phase of Railway operations—anything that may promote efficiency, economy or safety. Address them to Mr. Paul J. Fanning, Director Bureau of Personnel and Safety, 2500 Mariposa Street.

Transportation in Packages

Let's suppose that you go into the grocery where you trade, taking your time, looking at this item and the other, buying a can of peas, perhaps, some bread, a head of lettuce, and so on. Just shopping. Then suppose the storekeeper comes up and says to you: "Get a move on, you're blocking the aisles! Buy what you want and get out!"

What would YOU do? You're right; with thoughts of mahyem and murder you would probably get out of that store and never trade there again.

How much difference is there between that improbable incident and our own business, where we are selling transportation and the shopper is the passenger? The only difference is that the shopper sometimes must ride the buses or street cars, but, make no mistake about it, with that kind of treatment he will ride them as little as possible. He will use his own automobile, bum a ride, or even walk when otherwise he might have used the street car or bus.

In a sense we are storekeepers, selling a product to the consuming public, and there is just as much need for courtesy and salesmanship in our business as there is at the drug store on the corner, or the grocery in your block, or the furniture store. Our merchandise—transportation—must be made as attractive as possible, and it must be made to sell.

—*Greenlimer*

On Our Cover

This little cable car went to the Sacramento Fair, and was a major attraction of the San Francisco exhibit. It was examined by thousands of visitors including the two attractive girls who appear on our cover. So many questions were asked about the mechanics of the cable car that the custodians of the section had to send for literature explaining the car's operation.

Office Chitchat

Vacation echoes: *Earle Rambo* of Schedules, is just getting his feet on the ground after a flying trip east and through Texas; *Fran Lubner* of Claims, returned from an enjoyable vacation at Lake Tahoe; *Rose Lewis* saw the big trees in Sequoia National Park; *Ruth and Earll King* went to Yosemite; *Alvina Gianeschi* sunned herself up in Lake County; *Stella Dermott* visited Lake Louise and other spots in Canada, touring part of the way in a sightseeing bus with a transparent plastic top; *Michael dePineda* rested on the white sands of Carmel . . . *Eleanor Kelleher* of the Claims Department, celebrated her engagement and her birthday simultaneously; the lucky fellow is *Bill Whitfield* . . . Telephone operator *Marie Koepke* is now Mrs. Michael Callan . . . *John Barry* is a daddy again for the fifth time. Josephine Ann arrived August 15th to make it four girls and one boy for the Barry's . . . *Bob Johnson* is a proud papa too. It was another boy, the third for the Johnson's, on August 17th . . . Captain *Johnny Lyons'* Auditing team eked out a one-game victory in the Railway Summer Bowling League. Captain *Ernie Cordini's* Payroll boys finished third in the nine-team loop, two games behind the leaders. The new champs, in addition to Johnny, the exanchor, include *Herman Warnke, Paul Frasher, Con O'Brien, Earll King, George Quinn and Horace Hopkins.*

Shop Notes

Judging from postcards sent to his shopmates, it is "See America First" for *Isaac Hinds,* who is making an 8000 mile auto vacation tour . . . *Jim Gardner* writes from Scotland that trolley coaches are coming into prominence as public conveyances over there . . . *Guy Galloway* now has the distinction of having climbed to the highest point in the United States, Mt. Whitney's peak . . . The two Elkton bowling teams finished fourth and seventh in a field of nine teams in the Summer League and are now warming up to make a better showing in the City League which starts soon. Our hats are off to the Auditing, Garage Gears, and Payroll teams for finishing 1-2-3 in the order named, and to *George Anthony, Bill Roddock* and *John Raos* for winning the sweepstakes trophies . . . Elkton's softball team evened up their games with Potrero by winning 9-5 on August 27th. Their next game is to be with the Elkton "Old-Timers" (no player under 50 years old) who vow that they will teach the junior players a thing or two about the national game. An undaunted reaction to this threat comes from *Al Gandolfo,* who is out making arrangements to have pension checks handed to the "Old-Timers" as they leave the field . . . It is with regret that we report the death of *Lorenz Satorius,* 81, former employee at Elkton Shop. He was one of the oldest residents in the neighborhood.

When Frank Meggi, Blacksmith Finisher at Elkton Shops, retired after 26 years' service, his co-workers were all on hand to see him receive the gold wrist watch presented under the new Shopmen's Retirement Gift Fund Plan. General Foremen Ralph McNutt made the presentation.

Provisions of Vehicle Code Listed for Drivers

(Knowing the provisions of the Vehicle Code is a "must" for bus operators and should be helpful to every Railway employee. Inspector R. J. Griffin of the Bureau of Personnel and Safety, has compiled a digest of the more important laws relative to driving a motor vehicle. It will appear in several installments, the first of which follows.)

DRIVE TO THE RIGHT

Always drive on the right-hand half of the roadway except when passing cars going in the same direction, when turning left, when the right-hand half of the roadway is closed or obstructed, or on a one-way road. (Veh. Code Secs. 525, 525.1.)

DON'T WEAVE

Stay in your own traffic lane but if you have to leave it for any reason make sure you can do so safely, then signal. (Veh. Code Sec. 526.)

FOLLOWING

Keep a safe distance from the car ahead at all times. (Veh. Code Sec. 531.)

U TURNS

Never make a U turn:

1. On a curve.
2. Near the crest of a grade unless your car can be seen for 200 feet in either direction.
3. In a business district, except at an intersection. (Veh. Code Secs. 541, 542.)
4. Where cars are near enough to hit yours.
5. Where signs prohibit U turns.

RIGHT OF WAY

When you hear the siren of an emergency vehicle drive at once to the right side of the road and stop until the vehicle passes. Caution: Do not stop in an intersection. (Veh. Code Sec. 554.)

Yield the right of way for any pedestrian carrying a white cane or a white cane tipped with red. Only the blind or near blind are permitted to carry these canes. (Ch. 126, Statutes of 1935.)

SAFETY ZONES

Never at any time drive through a safety zone; this is a space set aside for pedestrians and marked by raised buttons, signs or markers on a street or roadway.

Even a tombstone will say good things about a fellow when he's down.

Vacationers from Shop, Platform, Office and Track Departments are represented here. Upper left, Don Galloway, Louis Chirone and Guy Galloway of Elkton Shops are shown with provisions brought in for Mt. Whitney hike. Upper left, Conductor George West of Geary admires totem pole in Vancouver, B. C. Lower left, Rose Lewis of the Accounting Department cools her feet in King's River. Lower right, Paul Rivero and Pat O'Shea of the Track Department took Pat's son with them on a hunting expedition.

Geary Division

Because our esteemed reporter, *John Mulkeen,* is on the sick list we haven't been able to get as much lowdown on the happenings here at Geary as we ordinarily do. Get well quickly, John; you are missed . . . *"Smiling John" Mannix* spent two wonderful weeks at his country estate in the Santa Cruz mountains . . . *Mike Chiosso* went up to the Sierra Nevadas for his vacation and reports there is no place like it on earth . . . *Al Benedict* is leaving for a two week fishing jaunt, and we all expect to hear some tall fish tales when he gets back. No one in the whole system has more adventures than Ben . . . Motorman *Bruce Griffith* resigned; he is going to attend school at the University of Chicago . . . Motorman *Robert F. McGough* has also resigned in order to accept a position elsewhere . . . Motorman *Maurice T. Foley* passed away during August after having been with the Railway since 1915 . . . Conductor *Thomas Cullen* always has a cheery word for everyone. Did you know he has been happily married for over 40 years? . . . We would like to welcome the new platform men here at Geary and wish them lots of good luck in their new endeavor.

Bureau of Engineering

Quite a few of the engineers here are sporting a healthy summer tan since their vacations . . . We understand that *Fred L. ReQua,* our chief engineer, has been traveling incognito down south aways . . . Our sincere sympathy goes to Artist *Charlie Reed,* whose beloved mother died this month . . . *O. Heyer* again did the impossible. He traversed the state of Arizona and drove through a lot of desert country in his always ailing jalopy . . . Recently our office here has been taking a new and streamlined look just like the buses in our transportation system. New equipment, such as drafting tables, cabinets and executive's desks, have been coming in replacing equipment that has been with us since the 1906 fire era. We have to thank *Fred ReQua* and his able assistant, *L. M. Jeffers,* for their interest and effort in making the above project possible . . . *Shorty Von Husen* did catch a fish on his vacation while exploring various streams and rivers between Oregon and Nevada . . . Yours truly *(Al Volkoff)* also had an uneventful rest, having nothing more exciting happen than being thrown off a horse twice and being bitten by man's best friend.

Railway Executives Attend American Transit Association Regional Convention in Portland

Four Municipal Railway men were among the approximately 150 executives who attended the Northwest Conference of the American Transit Association held in Portland this month. They were Paul J. Fanning, Director Bureau Personnel and Safety; Donald Mazzoni, General Claims Agent; Charles D. Miller, Superintendent of Equipment; and Harry E. Cooley, Assistant Superintendent of Transportation.

Addresses by Merwyn A. Kraft, Director ATA Department of Personnel and Accident Prevention, and by Gordon G. Steele, President Portland Traction Company, were features of the opening general session of the conference.

Departmental sessions followed, giving representatives of the various companies a chance to discuss their special problems with other men in the same field. Mr. Mazzoni served as chairman of the Claims group, and Mr. Fanning headed the Safety panel. These group discussions were of particular interest because it was found that every property represented was faced with problems similar to San Francisco's, and several of them were in the midst of major rehabilitation programs such as ours.

In addition to the information gained at the convention, the San Francisco delegation got some valuable ideas while inspecting the transit systems in Portland and in Vancouver, B. C. This exchange of experience among men who handle the same type of work was of mutual benefit to all. Our men reported that it was conceded that on the whole our general policies and general operating procedures here in San Francisco were superior to those of the other cities.

The next regional conference will be held in May or June, 1949, in Vancouver, B. C. Mr. Cooley will serve as vice-chairman of the Operations committee at that time.

"No Fun to be Famous," Says Donald Mazzoni

How does it feel to be a celebrity?

"Just like a goldfish in a bowl," according to General Claims Agent Donald Mazzoni, who was ogled and beset by admirers on his recent train trip to the northwest. (See adjoining story.)

It seemed the dining room steward mistook Mr. Mazzoni for George Brent, and while his fellow travelers would not say yes or no, they were so cagey that the steward was convinced it was the film star. The word soon spread, and every eye in the dining car followed Mr. Mazzoni's fork from plate to mouth throughout the remainder of the meal.

It was no less disconcerting when he returned to his seat. People streamed through the aisle, craning their heads to get a look at the glamor boy. The Messrs. Fanning, Cooley and Miller did their best to look like the entourage of a movie idol. In fact, everyone was delighted with the situation except Mr. Mazzoni.

The crowning blow was when the Pullman porter confided to Mr. Fanning, "Last time Mr. Brent tipped me $5.00." Mr. Fanning passed the word along. And of course Mr. Mazzoni couldn't make a piker out of Mr. Brent.

Fame is costly!

Line Department

It was so obviously wine that the little man was clutching tightly in his bag that it must have been purely to make conversation that *Harry Jones* asked newcomer *Al Walker* what he thought was in the bag. Al's reply was brief and laconic. "Taint ain's" . . . *Jack Dunn's* crew of swashbuckling lineman have laid aside their belts and hooks for the gentler pursuit of their artistic talents. Among their latest works are those newly painted "Path of Gold" lamp standards on Market Street. Another of life's little disappointments: missing *Ed Kimber* in the American Legion parade . . *Brad Smith's* crew just happened to be riding by Geary and Masonic the other day when the steam shovel hooked into the trolley. They had the ends scooped up almost before they hit the ground, and you may be sure it was a very surprised inspector who asked in wonderment, "For cryin' out loud, how'd you guys get here so fast?"

24th Street Division

L. C. Mulgrew is getting ready for his forthcoming nuptials sometime this month; in the meantime he is having his vacation paid for by Uncle Sam while awaiting the big event . . . *Jim Lewis* claims he will race his pigeons against anything on wheels, including *Bob Henke's* motorcycle. However, he wasn't so courageous when he had to pay for importing two pigeons from England the other day; he doesn't mention the subject around the Lewis home . . . We wish a speedy recovery to *Lee Faulk's* girl; she is nursing a broken leg received when she fell in the schoolyard . . . Also we are sorry to hear that Dispatcher *Walter Davis* is is St. Luke's Hospital, and the Division sends him best regards . . . *Andrew Daw* is a changed man these days. He is working every day. We'll have to find out the reason for this sudden interest in work . . . Operator *C. A. Cano* was down looking at the flagpole sitter and ended up buying a car. He took a trip to San Mateo in the new automobile and came back via street car. Some auto! . . . Coach Instructor *W. J. McDevitt* has moved out to Geneva-Ocean Division. All preliminary instruction and schooling of new operators will be handled there.

Washington-Mason Division

The month of September finds our division all set for the return of the kiddies to school, and most of the vacations are a dream of the past . . . Two fellow workers, *James Medaxian* and *George Hurlbut*, made a journey to the country south of the border. They have not as yet told us if they met any senoritas there. Loosen up, boys! . . . *Charles Homan* made the journey to Yellowstone and reports a pleasant trip . . . Congrats to *Jim Burkirk* on his nice new red Packard. But we can't find the siren on it! . . . Does anyone know why brother *A. L. Franks* was so pale the other day? Seems he and *John Hurst* had a fast ride . . . *Ted Nelson*, one of our shopmen, has been lost for the last couple of weeks as his pal, *C. P. McCarthy*, has been on his vacation, and Ted has had no competition for his noontime pool game. It was good to see *Jim O'Donnell* batting for *Johnny Nolan* while John enjoyed his vacation. Great fellows, both of them!

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

James Healy, Sutro. "Would like to compliment you folks on having Conductor No. 907 on the Sutter line. He's never too busy to help the aged on and off the cars, takes time to direct the folks who ask information, and is always pleasant to the public."

T. J. Espinoza, 24th Street. "I have been meaning to write to you for some time about Bus Operator No. 128, who is bursting out all over with courtesy towards his passengers. You would have to put a couple of trailers to his bus to accommodate all who wish to ride with him."

Ellis B. Seals, Geary. "I want to tell you he is one of the most efficient men I have seen and very kind to elderly people and women with children."

Fred Brown, Geneva. "He took time personally to help two ladies off the car, to take off their bulky luggage for them, and to courteously inform them of the correct car to which to transfer."

Martin Horan, Potrero. "I wish to tell you how very nice the driver was to me when my grocery bag broke. I had two small children with me, and he helped me gather up the cans and helped us all off the bus."

Ivan J. Alexander, Washington-Mason. "This man is always pleasant, courteous and good-humored. The usual afternoon traffic snarls never seem to ruffle his feathers."

James A. Williams, Potrero. "He's got a pleasant smile for the passengers as they get on, he answers all their questions patiently and clearly, he's as neat as a pin . . ." (Les Malloy, KYA)

Neil T. Gaylord, Sutro. "I am quite an old woman, past 79 . . . I have a bad heart and cannot run for cars and when he sees me he always tells me not to hurry but to take my time."

Arthur G. Hintz, 24th Street. "This chap's method of getting people to move back in the bus seems to be most effective. He uses kidding and cajolery to very good advantage."

Max M. Bedel, Mariposa. "Conductor 1039 was extremely courteous to several very old ladies. Beside that he called out the streets in a manner in which they could be heard, and further I noticed that he was especially clean and neat."

Hyman Klezmer, McAllister. "The trip was equal to a taxi ride. He called all the stops and was so very pleasant to each and every inquiry that he certainly won the respect of all on the bus."

Frank Wilkins, McAllister. "I lost a folder containing papers which were of considerable importance. Within two hours Mr. Wilkins, who discovered this folder, called me personally at this bank to deliver these items."

Other commended were: *Andrew Janetos,* Sutro; *Ernest A. Buckner,* McAllister; *John H. Fitzgerald,* Geary; *D. B. Howard,* McAllister; *Robert J. Taylor,* Potrero; *A. E. Lundgreen,* Sutro; *Lewis W. Zimmerman,* Ocean; *Ernest M. Washington,* 24th Street; *William T. Miller,* Potrero; *Michael A. Rowan,* McAllister; *Alex M. Brusuelas,* McAllister; *W. C. Durham,* 24th Street; *Herbert G. Franklin,* Sutro; *Phinus O. Hawkins,* 24th Street; *Peter Nerio,* Potrero; *W. H. Lammers,* McAllister; *Jerry L. King, Jr.,* 24th Street; *Reno J. Bini,* Potrero; *Andrew N. Tillotson,* Potrero; *Orin E. Harder,* Mariposa; *James Medaxian,* Washington-Mason; *Frank Deggs,* Sutro; *Alfred W. Seltzer,* 24th Street; *Thomas J. Jones,* Potrero; *Isaiah White,* McAllister; *Merle M. King,* Potrero; *Francis Eaton,* Mariposa; *H. L. Houston,* 24th Street; *Oram S. King,* 24th Street; *Leon Christian,* Ocean; *C. E. Gardner,* Sutro; *Arthur Vittori,* McAllister; *William J. Deboi,* Potrero; *Harry L. Gordon,* McAllister; *and R. H. Simpkins,* 24th Street.

Watch for Passengers at Transfer Points

"Outstanding among the many operating essentials in the rendering of good service is MAKING CONNECTIONS AT TRANSFER POINTS, particularly during the off-peak periods when service frequency is extended, both day and evening.

"This can be accomplished if upon arriving at transfer points Motormen and Operators will be on the alert and look up and down the streets for an approaching car or coach.

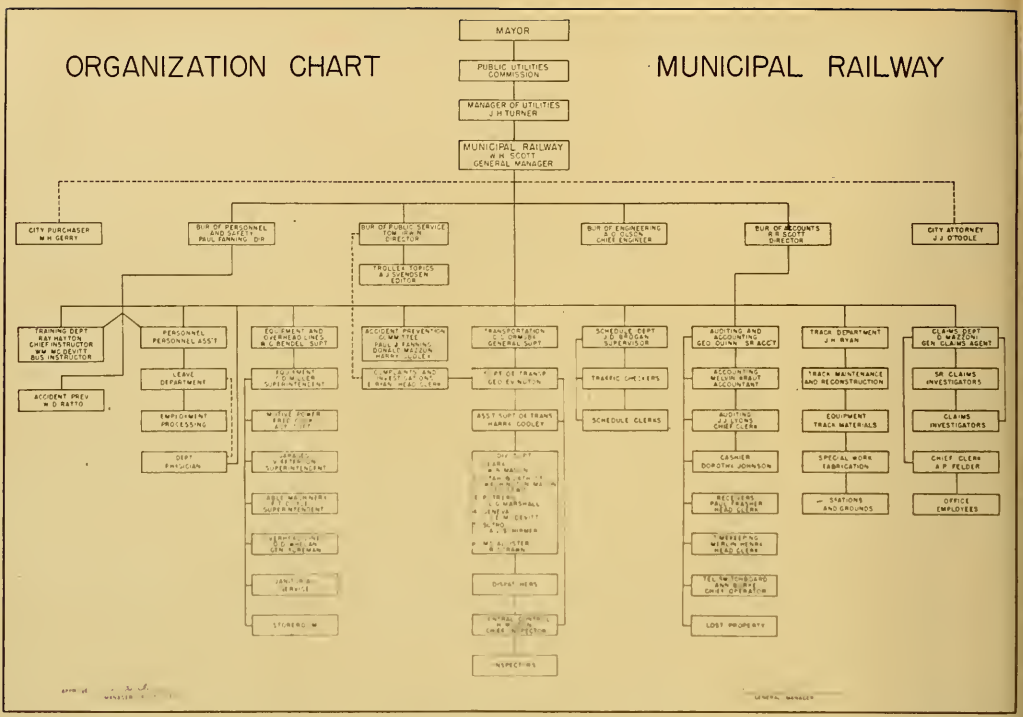
"IF YOU PERFORM THIS DUTY GLADLY, WILLINGLY AND PLEASANTLY, IT BECOMES A WONDERFUL WORKER IN THE CREATING OF GOOD PUBLIC RELATIONS.

"A discouraging number of complaints are reaching my desk advising of shamefully inexcusable inattention to duty in this service requirement. It should not be difficult to put yourself in the position of the patron who wishes to make a transfer connection. This service often means a great deal in the keeping of appointments, etc.

"Acts of courtesy and kindness encourage your patrons to be with you and for you. Indifference, on the other hand, breeds ill will and antagonism. HELP CREATE CONFIDENCE AND GOOD WILL AMONG YOUR CUSTOMERS BY SHOWING THEM THE CONSIDERATION TO WHICH THEY ARE ENTITLED."

D. C. ORMSBY
General Superintendant of Transportation

Cable car No. 54 got a complete beauty treatment before making its debut at the Fair (see cover). It was painted and polished, inside and out. Here it is leaving Washington-Mason for Sacramento, all set for its appearance in the spotlight.



Our Sister Utilities

Tim Daly got "too close to the fire" on his vacation at Santa Cruz and is peeling now . . . *Julia O'Brien* has transferred to the Mayor's Office . . . *Norman Bennernagel* of the General Offices went north to Vancouver and Victoria for his vacation . . . *Howard Emberling* and family visited Camp Mather . . . *Ardean Dembrell*, "Senior Librarian," toured British Columbia . . . *Eleanor Morhoff* saw Lake Louise with her sister and cousin . . . *Bob "Beau Brummel" Lewis* and his wife visited relatives in Vancouver. No solo this trip . . . *Helen Lawrence* and her mother traveled in the Pacific Northwest . . . *Mary and Bill Ensenberg* celebrated their fifth anniversary on September 11th . . . Congrats on permanent appointments to *Sadie Hillman* and *Evelyn Handy* . . . The BLHP Gang enjoyed a big day at *Bob Detine's* summer home in Del Rio Woods . . . *Alice Harris'* birthday, swimming and barbecue were the highlights with *Wally "Mad Pad" Balzer* as chief photographer . . . It's a new boy for the *P. Adelman* family . . . *Mabel and Les Bamford* are sporting a new Plymouth with an 800 mile work-out over the holiday week end . . . Our sympathies go to Supervisor of Services *Joe Zumno* of the Airport, whose mother passed away last month . . . The *George Dolen's* and daughter enjoyed a vacation up Feather River way . . . It's "ask the man who owns one" for *"Skip" Whelpley*.

Sutro Division

Our new follow-up man, *Gus Bosnos*, tells the joke (on himself, too) about how he was reported for riding on the front platform, where he wasn't supposed to be, with guess who? A student, of course! . . . When Day Dispatcher *Harry Franklin* went on his vacation, *Joe Slevin* took over. Of course, knowing Joe, the office force opened all the windows. Not only for the fresh air but also to let some of those famous puns fly away . . . Would you call it Cruelty to Carmen? Just watch the expressions when the men discover the Cola machine is empty—and they are so, so dry their tongues are hanging out . . . *Andy Brown* is a papa again for the sixth time. As he puts it, "This is getting monotonous." Congrats from all of us, Andy, on that new 10 pound boy . . . It's advisable to dig out those old-fashioned blinkers and the sun glasses to get a look at those veddy, veddy hot neckties of *Hal Crawford's* . . . Our sympathy goes to *Bill Ping*, former Sutro Motorman, who lost his step-father recently . . . We had been suspecting shenanigans from *Ida Kime*, and now the facts have verified our suspicions. She just returned from Reno with a lovely gold band on that particular finger. The groom is *Lynn Lovvorn*. We all hope you both will be very happy . . . *Walter Luck* has returned home from the hospital and we wish him a speedy recovery. And a quick return to work, too, where he really is missed

"Around the turn the car went wobblin'
The fault was bein' the funeral bein'"

Trolley Topics

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Garage Exhaust

The Bus Garage Gears, Captain *Linn Lofstedt, Henry Wycoff, Wiley Crowder, Bill Ehni, Arnold Valson* and *Earl Reuter* wound up the Summer Bowling League in second place. There was lots of excitement the last night as there were five teams only three games apart. The Gears had a few teeth stripped by the Payroll and the Sprackets, but when these teeth are repaired the Gears will be good as new and looking forward to next summer's league . . . The Kitty paid off as the Gears and their wives did the 365 Club Saturday night where a good time was had by all . . . P. S. *Dub Crowder* and *Bill Ehni* are in the market for two new bowling balls.

Geneva-Ocean Division

Dispatcher *George Taylor* looks hale and hearty since he returned from his vacation at Carmel . . . Motorman *Eddie (Laughing Boy) Hildreth* was seen the other night with a very attractive young lady. Anything serious, Ed? . . . Operator *Cecil Johnson* recently purchased a new maroon Dodge, and it wasn't long before another car rammed into its side. Of course it had to be an old jalopy, and Cecil was plenty burned up about it . . . After three years of raking in money through the Receiver's window, ex-Receiver *George Hanna* looks very natty in his new bus operator's uniform . . . Does anybody have any good two dollar bills? Night Dispatcher *Emery Dutcher* is quite a collector of them . . . Collector *Malcolm Kelso* recently returned from his vacation after spending a lot of time at Santa Cruz; Malcolm does the collecting at Fleishhacker's on Sundays and says he hopes some day to collect the fares from the kiddies when they board the Choo-Choo train at the amusement park . . . If former Dispatcher *Jim Lewis* brought his pigeons back to Geneva, they would probably get lost due to the many changes that have taken place here . . . We have a couple of mermaids in Conductorettes *Iulia Stone* and *Mabel Day*, who have been doing a lot of swimming. Mabel recently returned from an excursion with a bad case of sunburn . . . With a pocketful of silver dollars Motorman *August "Cartwheel" Stoltz* took his annual leave to Philadelphia and came back with many stories.

McAllister Division

Division Superintendent *Ralph Strawn* took a very pleasant but strenuous two-day trip with the PG & E up in the mountains. He has just about made up his mind he isn't quite as young as he used to be. He is walking a little better the past few days though . . . Operator *R. Castro Aragon* took the fatal step; it was a beautiful wedding and everyone had a grand time at the reception. Congratulations! . . . Operator *Joe E. Gay* dresses in a hurry sometimes; he comes to work with one tan shoe and one black shoe . . . The office at McAllister Division took a nice shower one night when the fog came in and the roof was not on the old building. We now have a roof and have salted down the raincoats for a while . . . Dispatcher *Bill Johnson* motored through the northern part of the state for two weeks and is now back ready to dispatch buses for another year . . . When *Bob Moyle* drives up in his new Kaiser at the office everyone expects to see *Beulah* for we notice she drives the new car as much as Bob does . . . We welcome several new office men to this division; they are *Bob Siemens, E. Merrill* and *Les Arnold* . . . School has started and this division started to school too, with seven of our new buses going to the Presidio School . . . Conductor *Fletcher Moss* is working at Geary Division now but lives close to McAllister, and we see him with a cast on his leg. How did you break your leg, Smoky? We wish you a speedy recovery.

It takes only a few minutes to get into the hospital but much longer to get out.

The Track Department is on duty 24 hours a day for just such emergencies as this. A broken water main at 33rd and Anza caused tons of sand to seep away with the result that the pavement collapsed and the tracks were undermined. In the picture at left trackmen are doing a temporary reinforcing job on the rails; that's Track Foreman Alfred Dietrich in the plaid coat. Street cars in background were part of the shuttle service that provided transportation during the hours when the tracks were impassable. At right is another view of the big cave-in.

WE LOVE OUR WORK—BUT

THERE ARE SOME DRAWBACKS — FRINSTANCE

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

OCTOBER, 1948 Number 10

SPECIAL PUBLIC INFORMATION ISSUE

TO OUR PASSENGERS

This issue of Trolley Topics is dedicated to our passengers, and particularly to those who travel on the new bus routes.

The transition from street car to motor coach has brought problems for both the Railway and for our customers. We are attempting here to answer some of their questions and to ask their cooperation so that we may give them the best service possible.

Improvements Are Coming Swiftly Under Railway Modernization Program

The Railway modernization program has been progressing rapidly since funds from the rehabilitation bond issue were made available early this year.

Aside from the 209 new motor coaches received during the spring and summer, 10 new P. C. C. cars and 24 new trolley coaches have arrived. Another 190 trolley coaches are on order, shipment to begin in December, and 50 more motor coaches have also been ordered, to arrive by the end of the year.

Six street car lines, the 5, 21, 6, 7, 22 and 25, have been converted to bus operation, and there have been partial conversions on two other lines, the 3 and 4. Maintenance facilities have been provided to take care of the Railway bus fleet, which has almost doubled in size this year.

The 22 line will be converted to trolley coach operation by December, and contracts have been let for the installation of trackless trolley overhead on the 5 and 21 lines. The job is scheduled to be completed in March. Work is in progress on the removal of track and resurfacing of streets.

Other lines scheduled for trackless trolley operation within the next year are the 6 and 7 and the 14 on Mission Street from the Ferry Building to Crescent Avenue. The 8 and 31 lines will be converted to gasoline buses around the first of the year; both lines are slated for ultimate trackless trolley operation.

More street car lines will be converted as buses are freed to provide service during the changeover.

The National Safety Council reports that children riding to school in street cars, trackless trolleys and buses are seven times safer than if driven in private automobiles

Public Safety Is Primary Factor in Locating Bus Stops; Here's Where to Look for Them

A number of passengers have inquired about the location of bus stops. Why were they placed in the particular spots selected on Market Street? How is it that some stops are located on the nearside corner and others on the farside corner? Why do some buses stop to load and discharge passengers in the middle of the street? How is a passenger supposed to know just where to wait for a bus?

Unfortunately it is impossible to follow a uniform policy in locating bus stops. There are too many factors to consider, the primary one being public safety. Another important consideration is that the stop should be located where it will interfere least with the free flow of traffic.

In the downtown area and in other congested sections, the Police Commission designates where bus stops shall be located. The City Traffic Engineer is asked to make a survey, and the Police Commission makes the final decision on the basis of his findings.

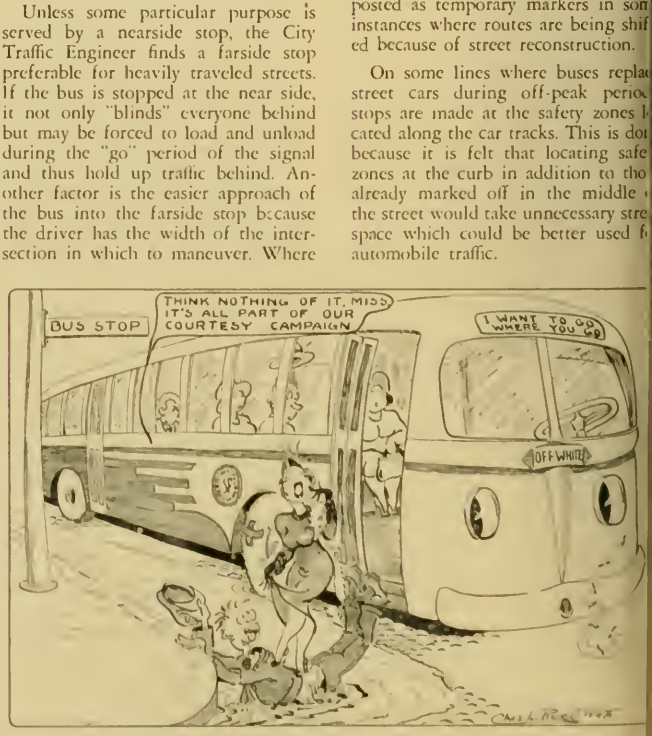
Unless some particular purpose is served by a nearside stop, the City Traffic Engineer finds a farside stop preferable for heavily traveled streets. If the bus is stopped at the near side, it not only "blinds" everyone behind but may be forced to load and unload during the "go" period of the signal and thus hold up traffic behind. Another factor is the easier approach of the bus into the farside stop because the driver has the width of the intersection in which to maneuver. Where both buses and street cars are involved bus zones must be located where they will not interfere with street car loading.

On Market Street, zones can be identified by watching for the red curbing lettered "Bus Stop" and the white stripe painted on the pavement by the Police Department. In addition, the Railway has erected metal signs at each zone showing the lines which stop there.

In outlying districts where traffic is not heavy enough to warrant establishing a police zone, stops have ordinarily been kept at the near side, following the custom established by the street cars. On the numbered avenues, outbound coaches stop at the even-numbered streets and inbound coaches stop at odd-numbered streets.

Stops may be identified in the outlying districts by the traditional white yellow strip painted on poles at the side of the intersection designated for stopping. Cardboard signs have been posted as temporary markers in some instances where routes are being shifted because of street reconstruction.

On some lines where buses replace street cars during off-peak periods stops are made at the safety zones located along the car tracks. This is done because it is felt that locating safety zones at the curb in addition to those already marked off in the middle of the street would take unnecessary street space which could be better used for automobile traffic.



THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters of commendation written by pleased customers:

'illiam C. Brewer, No. 5 McAllister.

"The auto in front of the bus stopped suddenly, forcing the driver of our bus to stop suddenly, too. It was not his fault that some of the passengers were jolted. He is a good driver. He was also a good sport to take the buse of some passengers who were naware that he had avoided an accident by his quick action." Mr. E. Tusnida, 1533 Ashby Avenue, Berkeley.

enry A. Jahnsen, No. 7 Haight. "This morning I was fortunate enough to ride with your Operator 763 and feel moved to express my appreciation of his extraordinary courtesy and efficiency. He observed customers approaching from the left and back of the bus, pplied tokens and transfers without nfusion, politely warned alighting ssengers to be on guard, called stops early and completely, and handled s machine with confidence and safe-."—Miss Ann Semmens, San Francisco Examiner.

'alter C. Stone, No. 21 Hayes. "This driver was most courteous and showed a fine spirit of gentlemanly conduct. Other passengers on the bus were in accord with my opinion, and I hope you give him credit for his good work." — Mr. M. J. Skipworth, 509 9th venue.

. W. Hanna, No. 26 Daly City. "I am stranger in this city and asked the iver if he could direct me to my stination. He immediately pulled his bus to the curb, opened his kit, took out a directory and very courteously directed me on my way. In all my travels I have never run into a person that would put himself out and seem to enjoy it more than this bus driver." —Mr. Ed Schroeter, Milwaukee, Wis.

Emmet F. Lavin, Collector 11th and Market. "Mr. Lavin is unfailingly courteous and cheerful and is always helpful to young and old alike. He does not spare himself at all, wastes no time in talking and is always watchful to expedite the loading of cars. Yet he is never impatient. Everyone likes him." Miss Isabelle Chapman, 2331 28th Avenue.

Earl R. Allen, "B" Geary. "Last Sunday I was trying to catch an inbound 'B' car at 45th and Balboa. The conductor held the car for me till I got there, and when I thanked him he said, 'It wasn't worth thanking me for. Did you think I would leave a lady away out here waiting for the next car in this cold, heavy fog?' The conductor's tone was full of kindness and sincerity."—Mrs. W. M. Campbell, 458 Faxon Avenue.

Fred Blacklock, "L" Taraval. "The lady and child boarded the car in front of the Emporium. The youngster was crying so loudly that it disturbed everyone on the car, most of all the poor harassed mother. The conductor took in the situation, went to his lunchbox and got out a cookie which he handed to the child after obtaining the mother's permission." Mr. William D. Savage, 4247 22nd Street.

Clarence C. DeBiew, No. 22 Fillmore. "It's a joy to come across such courtesy. He not only called out the streets in a good clear voice, but also told the numbers of connecting street cars or buses, this being a great help to many." Mrs. Dorene Govenius, 209 20th Avenue.

TAKE A BOW, BOYS

"The drivers of the No. 3 buses should be highly commended for their courtesy and patience in handling the public and answering the innumerable questions. They certainly handle those large vehicles with a great deal of skill."

This compliment was included in a letter to Mayor Elmer E. Robinson from Mrs. S. G. Buckbee, 2510 Pacific Avenue. The Mayor asked that it be forwarded so that all operators of the No. 3 line could share Mrs. Buckbee's kind words.

"Bunching" of Coaches Is Big Headache for Schedule Department

There's a standing joke about the Schedule Department in most transit companies. It goes like this. One bus operator asks another, "What does the Schedule Department do?" Answer: "They make schedules so we'll know how far behind or ahead of time we are."

Actually operators are not supposed to be either behind or ahead of their schedules, but right *on* them. However, in an operation subject to so much interference from outside causes, it is sometimes impossible for the driver to maintain his schedule perfectly.

Let's take a typical case. The driver leaves his outer terminal on schedule at 8:01 a. m. on a 4½-minute headway (meaning that buses are spaced to leave 4½ minutes apart). He loses a half-minute while a moving van which is blocking his way gets in to the curb. Already he has lost 11% of his headway and he will have 11% more passengers to pick up along the route. Each stop for loading takes that much longer; pretty soon he is a full minute, or 22% behind schedule. Now he has 22% more passengers than usual waiting for him. It gets progressively worse.

That's the reason it isn't always possible to avoid "bunching" of coaches. The Schedule Department makes careful studies to assure even service frequency. Inspectors and loaders are on hand to help maintain that frequency. However, with so many variable factors involved, clockwork timing of Railway vehicles is still an ideal of the future.

PLEASE DO . . . watch for front destination signs and side route numbers to be certain you are entering the right vehicle. You will save delay and confusion by checking the signs before boarding.

•

PLEASE DO . . . have exact fare ready before entering bus. Making change many times a day slows the service and takes the operator's attention from other tasks. Deposit fare *in the farebox.*

•

PLEASE DO . . . get transfer as you pay fare. Railway rules forbid issuing transfers except as the passenger boards. Your operator can concentrate more fully on providing a safe, speedy trip if he is not interrupted with periodic requests for transfers.

•

PLEASE DO . . . go to rear of coach whenever possible to get through the aisle. This is one instance when moving away from your objective will get you there faster. If boarding passengers can move freely into the coach, loading time is shortened.

•

PLEASE DO . . . hold on to some support if you are standing in the bus. Sudden stops cannot always be avoided; holding to a seat back, stanchion or overhead rail will help you to keep your balance.

•

PLEASE DO . . . pull the signal cord in ample time for the driver to stop safely. The correct time to pull the card is directly after the coach has passed the preceding stop.

•

PLEASE DO . . . descend from rear door. Remember that the automatic treadle is located on the middle step, and the door will not apen until you step down; likewise the door will close automatically when weight is removed from the lower step.

PLEASE DON'T . . . smoke on the bus. City Ordinance No. 4007 (Series 1939) prohibits smoking in an enclosed public transit vehicle. The operator is subject to disciplinary action for passenger violations.

PLEASE DON'T . . . mutilate your transfer. It takes time to unfurl folded and twisted transfers, and it's your time as well as the operator's. Your transfer should always be presented face up and unfolded.

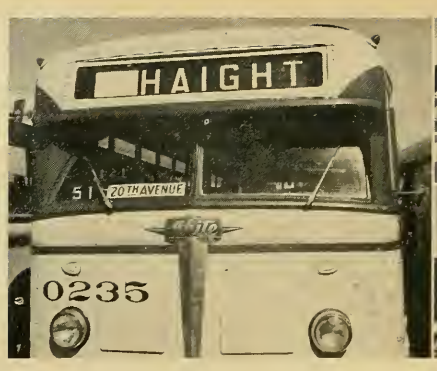
PLEASE DON'T . . . talk to the operator except to get essential information. It's a violation of Railway regulations for the driver to converse unnecessarily. For your own protection avoid distracting him when the coach is in motion.

PLEASE DON'T . . . expect to board or alight except at regular stopping points. It's against the rules for the operator to open the door except at designated stops. Watch for pole and curb markings that indicate the stopping zone.

PLEASE DON'T . . . extend your arm outside the window. Watch the children, too. Sometimes the clearance between the coach and a passing vehicle may be very narrow, and someone may be injured.

PLEASE DON'T . . . block the front entrance. Alight from the rear door whenever possible so that boarding passengers may enter faster. Your consideration will be much appreciated by the driver and your fellow riders.

PLEASE DON'T . . . ride at rush hours if you can do so conveniently during off-peak periods. For your own comfort shop between 10:00 and 3:00 whenever possible. It's a special courtesy to workers who must travel at the busy hours.



One Bus Can Take Place of 29 Automobiles To Relieve Downtown Traffic Congestion

San Francisco has no monopoly on traffic problems. All over the United States cities are facing the same situation: downtown areas planned before automobiles were in common use cannot be redesigned to handle adequately the growing volume of traffic.

City planners and traffic experts are increasingly aware that the available street space must be used to the best possible advantage. Many cities are attempting to alleviate the crowded condition by providing large-scale parking facilities, but this involves considerable sums of money and in the end serves to increase congestion by attracting still more automobiles. It is now generally agreed that the public transit vehicle provides the best answer to the problem.

The average automobile occupancy rate is 1.75 persons per car. Under a system of mass transportation, a single public conveyance can replace 29 private cars and save about 7,000 square feet of parking space in the downtown area. A street capable of carrying 2,600 persons per hour in private cars could transport 10,000 to 12,000 persons by mass transportation and at the same time open two more lanes for traffic because no space is needed for curb parking.

Business, entertainment and property values suffer when streets are clogged with slow-moving traffic. Commercial activities cannot be fully expanded unless the customer has easy access to the place of business. Merchants who have complained loudly when parking was prohibited in their vicinity have discovered that the relief from congestion has brought an increase rather than a decrease in business.

In most large cities over 50% of the public enters and leaves the business district by means of mass transportation. Progressive public officials and business leaders are encouraging greater use, knowing that the efficient movement of people is essential to the life and growth of the city.

The 10,000 automobiles buried under New York City's "Big Snow" last winter brought a new realization of the magnitude of the traffic congestion problem there and in every large city. In an editorial entitled "People, Not Vehicles," the New York Times stated:

"It is time that we faced the problem realistically. To a greater or lesser degree no American city laid out to acommodate horse-drawn traffic can be so modified as to make it possible for all drivers who wish to do so to bring their cars into the city's heart, much less to park them at or very close to points of destination. To provide such facilities would entail prohibitive costs and reconstruction.

"We must realize that the national motor vehicle fleet is going to grow larger, not smaller, and that its very size will preclude its movement into congested city areas. In certain areas it may even be necessary to prohibit the entry of any cars except those of doctors or of emergency vehicles. Fifty motorists who now require twenty-five automobiles to get downtown could be carried in a single public conveyance at a high saving of street space. In the end, such a procedure will aid the business life of cities and the safety, as well as the nervous stability, of drivers. Easy movement of persons, not vehicles, is the prime consideration in busy districts of cities. We should begin now to revise our thinking accordingly."

Buses Identified by Signs On Front, Side and Back

San Franciscans, long familiar with street cars on Market Street, found the changeover to buses somewhat bewildering. Many of them knew the routes by numbers alone and were understandably disconcerted when they did not see the number at the front of the bus. For those who are still confused, front, back and side identification signs are illustrated at the left.

The roller sign above the windshield gives the name of the route. Insertion of the route number in the white space on the roller sign is being held in abeyance until the entire Railway numbering system has been revised to eliminate duplicate line numbers existing since consolidation.

The small number in the lower left corner of the windshield is the run number, which enables Inspectors and other Railway supervisors to identify the coach in order to check schedules, etc. This number should not be confused with the route number.

The plastic dashboard sign which sometimes appears in the windshield gives the destination of the coach. When the coach is not going to the end of the line, the turnback point is indicated, as in the illustration.

Perforated route numbers appear at the back window and at the side of the coach near the front entrance.

Why do they always sit like T H I S
Upon the bus I miss;
While on the next that comes along,
They're alljammedinlikethis?

Trolley Topics

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New Coaches Are Latest Thing in Comfort, Safety

The Municipal Railway bus fleet consists of 448 operating vehicles, 346 of which have been purchased since consolidation. In other words, almost 80 per cent of our buses are less than four years old; 209 of them have been in use only a few months.

Our newer buses seat 44 passengers and are of the most recent type, embodying the latest engineering design features as related to comfort, safety and speed.

During acceleration of the buses, engine power is transmitted to the rear wheels through a cushion of fluid in such a way that the pull at the rear wheels is automatically varied to meet the load and grade requirements. This, and the fact that the driver does not have to shift gears, reduces driver fatigue and gives him appreciably more time for handling fares, transfers and change and for watching the road when under way. All of this is reflected in increased safety and comfort for the passengers.

Engine horsepower and brakes, reduction gearing, tire size and vehicle weight are so correlated that the vehicles can negotiate the steepest grades encountered on any Municipal Railway route with safety, even when the bus is fully loaded.

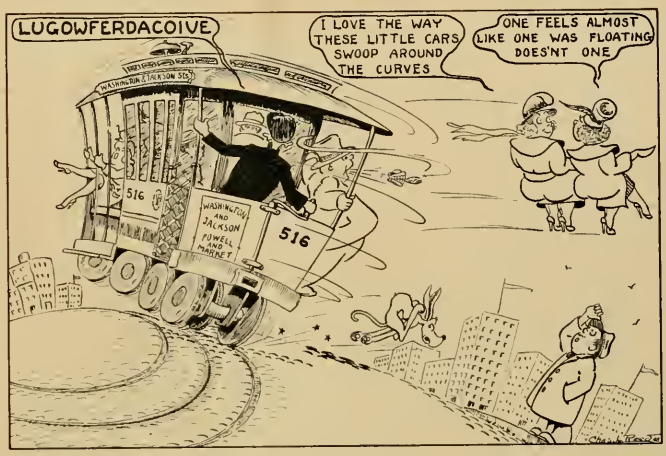
The buses are arranged so that they cannot normally be operated when either door is open. This is accomplished by mechanical interlocks which apply the brakes and shut off engine power when the doors are opened. Passengers cannot board or alight unless the bus is at a standstill, an important safety feature.

Seats are provided with highly resilient cushions and are covered with best quality leather colored to match the interior of the body. They are proportioned to give maximum comfort to the passengers.

Particular attention has been given to providing comfort and ease of operation to the driver. All controls are standardized and each is positioned for convenience of operation. The driver's seat is a special type, chosen by the drivers themselves after exhaustive tests.

Body lighting has been improved and is sufficient so that passengers may read without strain. Body suspension and springing now approaches more nearly the ideal elimination of vertical movement of the body regardless of the road bed condition.

Our Public Utilities engineers have drawn their specifications to provide the finest equipment obtainable. Our maintenance department inspects the coaches every day in order to keep them in perfect operating condition. Every effort has been made to give our patrons the most dependable, comfortable service possible.



Commendations for our Railway employees are on the increase, but unfortunately complaints have not decreased in proportion. There are still a number of employees who antagonize their customers with poor service, discourtesy or reckless operation. Every such incident builds up public resentment against the Railway and makes all our jobs more difficult. One ill-humored operator on a line can spoil the good will built up by a dozen affable employees. Here are some cases reported by our passengers which aroused their just resentment:

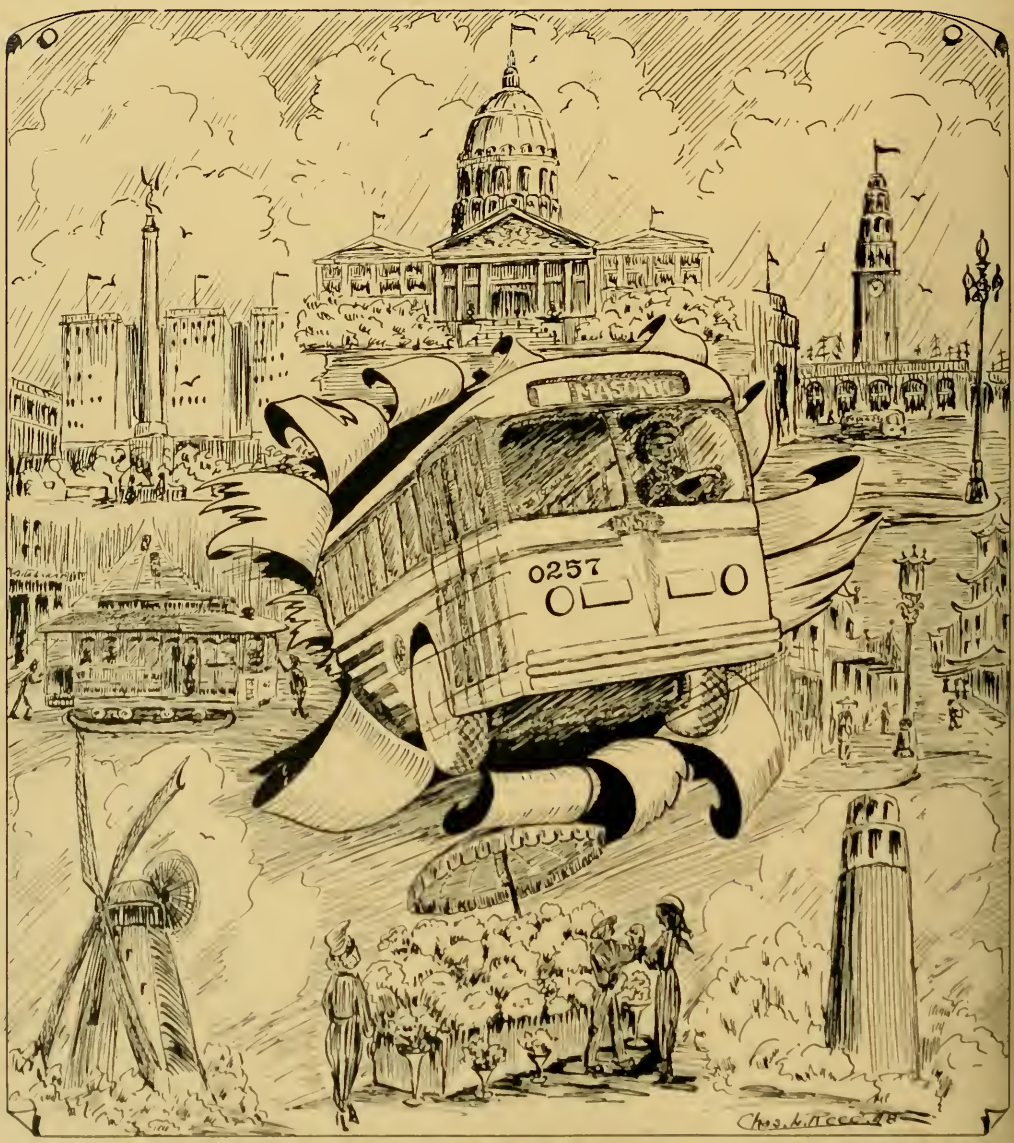
"The bus stood at the terminal for 20 minutes while the operator read his paper. Then he drove like mad to make up for lost time, frightening everyone on the bus. A lady rang to get off, but the operator refused to stop and took her to the following block. It was 1:30 a. m. and the lady remonstrated with him. He said, 'I don't need you to tell me where I stop.'"

"An elderly lady boarded the coach and asked the operator, 'Is this a No. 7 bus?" The operator was working on his report sheet and said, 'Why don't you look at the sign?' She got off and looked at the sign, then got on, paid her fare and asked for a transfer. The operator paid no attention for two or three minutes, then slammed his trip sheet holder down and reluctantly punched a transfer for the lady. At 19th Avenue he kept the front door closed and passed up several people waiting there."

"My sister boarded the bus ahead of me, paid both our fares and got transfers. I had not noticed what she was doing, and I put an additional fare in the box for myself. When I called the operator's attention to the mistake, he said, 'That's too bad! Just your tough luck.' He did not offer to refund our money."

"I was waiting for the No. 25 bus inbound at Seventh and Bryant. A No. 27 came along and stopped at the zone. A No. 25 was following and, instead of stopping, it passed up the No. 27 bus, leaving eight people waiting at the stop zone. We waited eight or nine minutes for the next No. 25, which was jammed."

These complaints all involve violations of Railway rules and Railway policies. If substantiated, they are grounds for severe disciplinary action. That doesn't wipe out the ill feeling created, though. It's too bad that the actions of a few should reflect on the many conscientious employees who try to do a good job.



SAN FRANCISCO – CITY OF TRADITION – HAILS PROGRESS

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

3 NOVEMBER, 1948 Number 11

Salesmen of Transportation

"Conductors, Motormen and Operators are all salesmen of transportation. TAKE PRIDE IN SELLING YOUR COMMODITY—RIDES.

"A pleasant attitude will cause patrons to feel that you are glad to have them ride with you.

"Extend every courtesy possible to your customers. Give the person hurrying for your car or coach a 'break.' You'll win a smile of thanks and appreciation and make a friend for your city owned and operated transit system.

"There are a thousand and one opportunities to win the approbation of your customers. NEVER OVERLOOK AN OPPORTUNITY TO BE COURTEOUS AND ACCOMMODATING."

D. C. ORMSBY,
General Superintendent of Transportation.

Geneva-Ocean Division

The wedding bells rang out last September 10th for handsome Operator *Lake O. Green*, and congratulations are in order. . . . There is a rumor in the air that another operator is contemplating exchanging marriage vows with a young lady who recently gave a birthday party for him. How about that, *Charlie Long?* . . . Receiver *Jack Wehren* tried to wash his fishing license the other day and after sending it through the wringer decided he better get another one. Jack insists on blaming his mother-in-law for the deed. . . . Due to an old injury, Conductor *Ray Wootten* has been on the sick list with a bad knee, but we're glad to see he's back now. . . . During the Portola Festival quite a few unshaven faces sprung up here, among them Motormen *Morris Newman*, *Garry Garabedian*, Conductor *Ash (Mayor of Daly City) Todhunter*, Operator *Bill Michelini* and even Receiver *Jack Wehren*, who confined his to a mustache due to the missus putting her foot down. By the way, Mrs. Wehren (Hi Kay!) is quite a bowler and keeps her right arm lumbered up in case Jack gets out of line. . . . Conductor *Ed Bruzzone* spent part of his vacation painting his house and he did a very fine job.

Shop Notes

Preparations are under way for the annual "High-Jinks" staged under auspices of the Shopmen's Retirement Gift Fund Association for retired and active Equipment Department employees. This year's affair will be another banquet to be held December 18th, and reservations are now available through committeemen listed on various shop bulletins. Judging from last year's event, a good time is in store for all who attend. With more emphasis being given to arrangements for entertainment, it is hoped to make this year's get-together bigger and better. . . . Mr. and Mrs. *Jim Gardner* recently returned from an enjoyable visit in Scotland; Jim looks fine in kilts and has the pictures to prove it. . . . *Bill Davison* and *Herman Kesler* were recent visitors at the shop and we are glad to report that they were both looking in tip-top shape. . . . Elkton's softball team now ranks fourth in a field of seven teams; the shop bowlers are doing somewhat better at this time, being tied for second place in the 18-team City League. . . . Mr. and Mrs. *Arthur M. Holmer* are the proud parents of a baby girl born October 14th. . . . We regret to report the deaths last month of two highly esteemed members of the Motive Power department, *Henry G. Lamb* and *Russell McMurray*. They had both been with the Railway for over 25 years.

Potrero Division

We regret to report the death of Night Dispatcher *John Daly* of this Division. He passed away in his sleep recently. John had just retired a short time ago due to ill health. To his wife, relatives and friends we send our deepest sympathy. John was highly esteemed by all. . . . During the recent Portola Festival we had all kinds of costumes worn by employees. There were coal miners, farmers, hillbillies, etc. . . . Motorman *Dave Smith* went to make his relief one morning, and the man refused to be relieved until the relief man could be identified. Dave sure looked like he just came from somewhere. . . . That smiling motorman you hear about on the "L" line is none other than *Vincent Senatore*. . . . Wedding bells will soon be ringing at the Division, and the groom will be none other than Operator *Mel Lindelli*, our former receiver. When Mel started falling, brother, he actually flopped,—and he was the man who said he would never, never get married. Poor Mel, we don't need to give our sympathy. How about it? . . . Since Conductor *Judd Jorgensen* recently had himself completely outfitted up a la carte, and since he is constantly praising the musical artistry of one Carmen Lombardo, why not call him "Carm, the Charm?"

. Our new bridegroom, Operator *Justin Jutus*, looks very happy indeed. Congratulations!

The Fillmore Street reconstruction job is typical of street work that is under way in all parts of the city. Getting coaches and street cars through or around such obstacles has been a difficult feat; many lines have had to be rerouted and there have been numerous problems and delays. Hardships can be overlooked, however, when they lead to a brighter future. Fillmore Street will be ready for its new trolley coaches in January.

Safety Device Suggested By McAllister Employees Proves Highly Efficient

A new bus training device which has some of the aspects of the dual controls used in training aviation students has been perfected by McAllister Garage Foreman Charles Gianola. The invention enables the instructor to bring the coach in his charge to a smooth stop whenever the student driver seems headed for trouble.

Instructors in the past have been more or less at the mercy of their students. They were not in a position to apply the brakes when needed, but could only shout a warning which the student might be too excited to obey.

This very situation was experienced by Operator Mike Carpine a few weeks ago when he was out with a student. Operator Carpine saw the danger and called out to the student, but the student did not have sufficient experience to react immediately and avoid an accident.

When Carpine was bemoaning the situation later, Gianola told him of the simple safety device which he had already worked up in his mind. Carpine contacted Personnel Director Paul J. Fanning, who has been pleading for suggestions of this kind, and outlined the project to him.

The plan was approved immediately, and the men were authorized to install a sample connection on a bus. Gianola went right to work, and the newly-equipped bus was being tested within a few days after the suggestion first came to Fanning's attention.

The only visible part of the contrivance is a cord with a push-button control at one end. The cord plugs in under the operator's seat, and the push-button is held by the instructor. When the instructor presses the button, the gas throttle is released immediately and locked so that it cannot be budged. At the same time brakes are applied at about half their normal pressure, bringing the bus to a fast but smooth stop. The bus can be brought to an even gentler stop by using intermittent rather than steady pressure on the button.

Instructors and others who have seen the mechanism demonstrated are enthusiastic, and more buses are being wired as fast as possible.

McAllister Foreman Charles Gianola holds push button control of new safety device he perfected while Operator Mike Carpine, who secured authorization for the test installation, smiles approvingly. (See story in adjoining column).

IN MEMORIUM

Name and Occupation	Employed	Died
Michael Joseph Dwyer, Trackman	5- 6-46	5-30-48
Maurice T. Foley, Geary Motorman	2- 8-15	8-28-48
Glenn Edison Graves, Utah Motorman	8-26-29	6-20-48
Thomas I. Hawken, Potrero Motorman	7- 5-17	6- 6-48
George Karahaleos, Watchman	8- 1-12	5- 5-48
Henry G. Lamb, Sr., Power House Operator	7-21-22	10-20-48
Russell McMurray, Power House Operator	2- 3-23	10-19-48
Claude McPhun, Geneva Motorman	2- 2-20	10-22-48
Thomas J. Moore, McAllister Motorman	2-27-47	9- 2-48
James Reilly, Geary Conductor	8-14-17	7-14-48
Loughlin P. Roche, Potrero Motorman	12- 7-37	9-15-48
Charles H. Schaertzer, Potrero Conductor	2-12-15	6-28-48
Harry P. Simmons, Utah Conductor	9-25-44	7- 7-48
Edward L. Williams, Geneva Conductor	3-17-08	7-29-48

24th Street Division

The following operators are to be congratulated on the recent arrival of offspring: *George Guido*, a baby boy; *Gordon Oliveria*, a baby boy; *Andrew Payne*, a baby girl; and *Arthur Hintz*, a baby girl. Keep up the good work, fellows, because we need more cigars! . . . When this goes to press there will be a few changes at 24th Street with some of our buddies going to Ocean. Space would not permit using the names of all our friends, but we wish them all the best of luck at their new division. . . . Mention should be made of the "bird's nests" some of the operators sprouted during the recent Portola Festival. Some of them were just "cookie dusters" but the spirit was there and worthy of the picture that was taken.

Geary Division

John Mulkeen, who has done such an excellent job of reporting Geary activities for Trolley Topics, has resigned as reporter, and we're sorry to lose him. However we welcome Dispatcher *"Skip" Sawyer* as our new reporter, starting next month, and know he will write a bang-up column.

McAllister Division

Our Head Dispatcher, *Bill Johnson*, is really on the ball these days, getting runs out on time and preparing the next day's detail. By the way, Bill has made a trip to Reno, and we wonder why! . . . *Bob Moyle* can do the work too for he is taking Bill's place and doing the job in first class shape. . . . McAllister Division is really hit for street construction work. Every line has one or two places where repairs are under way. The No. 5 line is a mess, and operators have a hard time following the detours. . . . Our hats are off to the excellent work the drivers did in handling the public during Portola Week. However it is nice to see the operators all shaved and cleaned up again. Some of them grew beards and wore costumes. *Wimpy Jones* and *Mike Carpine* were cowboys; *Louis Levy* had long sideburns; *Charles Cassayre* and *Bernard Blessing* were *pirates*, and *Norman Judson* was a Spanish dancer. Even Dispatcher *Bill Hutchison* grew a beard—a grey one that made him look like Santa Claus! . . . Wonder why so many report men come to the office so early; could it be that they are looking for *Swede Jahnsen's* run? . . . Operator *W. F. Worthington* returned from a 30-day leave, for a vacation or a honeymoon. Congratulations, and we are sure you enjoyed that trip through 42 states. . . . We sure miss the smiling face of Operator *Al Arnold* in the office; just the same we are glad to see our friend, *Tiny Williams*, back at McAllister. . . . Operator *Elmer Merrill* is wondering if he can drive a bus now that he has been working in the yard for so long at night. . . . Do you know that the car washers wash about 25 coaches every day, and they do a nice job too.

This picture of a "B" car and crew at the Beach was taken in 1915. Two of the men are still employed, both at Potrero Division. William Reardon is the Conductor at the left and Ray W. McDonald is the Collector in the middle. The identity of the Motorman and of the two spectators is unknown.

You Bet Your Life

"In my left hand I hold a bottle," explained the speaker as he held aloft a brown-colored glass medicine container.

"Within this bottle I have placed a number of ordinary-looking white pills which contain a harmless ingredient—except for one. The label shows that 300 tablets contain bicarbonate of soda; 30 are filled with an ordinary 'hang-over' medicine, while only ONE contains potassium cyanide.

"All the pills in this bottle look exactly alike and have been thoroughly mixed. No one can detect the one pill which holds the deadly mixture of poison.

"How many here are willing to take a chance? I have a supply of contracts, which must be signed and witnessed by each of you who accept. For my protection, when you sign here you assume full responsibility for whatever results may follow. For your part in the experiment you will receive $1.00 in cash, with the understanding that you will swallow the tablet which first issues from this bottle."

The speaker waited patiently for several moments. His audience sat tense and silent. Not a man moved to accept his offer.

"What value do you place on time? When you steal through the caution light of a traffic signal you might save a fraction of a minute. But whether you earn a dollar by taking one of my pills or save a few seconds by beating the yellow light—the odds are exactly the same that sudden death will be your lot.

"Drivers just dont THINK of the odds. That is why ONE out of every 330 people must die when they impulsively elect to sneak through caution lights."

—*Cleveland Transit News*

Our Sister Utilities

Jack Walsh on the 7th floor is the father of a baby daughter, Kathleen, born October 14th. . . . *Tony Russo* has been promoted to Sr. Bookkeeper for the Water Department. . . . The question yet rages: who brought up the rear of Chinatown's dragon during the Portola Festival, *Hank Lee* or *Bill Tong?* . . . If you want any junk moved from your cellar or scrap iron from your backyard to be deposited in the alley alongside the Water Department building, see *Dick Davenport.* . . . Every day is spring cleaning or moving day in the new library with our Sr. Librarian snapping the whip over beetle-browed draftsmen and sway-backed engineers. . . . *Stella Kehoe* (nee Eggleston) and her husband are visiting here from Chicago; Stella was a former Bookkeeping Machine Operator. . . . *Edgar McAuliffe* is recovering nicely from a recent visit to St. Mary's Hospital. . . . *Joe* and *Isabelle Foss* are the proud parents of a new baby girl, Joanne Marie, born October 14th. . . . *Bob "Horse Sense" Lewis* received a check for $25 for formally naming the new column in the paper, "The Flagpole Sitter." Nice going! . . . *Roy Havner* has returned to the 6th floor bookkeeping staff. . . . If you want your launderette and drier put in A-1 shape, see *Larry Archer.* . . . The two "oldest Airport employees" (in point of service) were honored with a testimonial dinner in the new Skyway Room; *Harold Messersmith,* Superintendent of Airport Operations, and *Joe Zunino,* Supervisor of Airport Services, have both had over 20 years' service and both received beautiful desk pen sets.

On Our Cover

A potential bus operator is getting some instructions from Operators George McGuirk and Paul Kiesow. Young Bryan Gould, dressed in his uniform coat and cap with money-changer, punch and operator's kit, is a familiar sight around the 24th Street gilley room. He knows all about the various types of buses and hopes that someday he'll be able to drive one. Bryan lives at 700 Corbett Avenue and does a lot of traveling on the No. 8 bus, where he got acquainted with Operator Kiesow.

Retired Geneva Motorman George Lang is second from the left in this group of Railway men pictured in 1904 at 24th Street carbarn. Does anyone recall the names of others in the picture?

Sutro Division

Walter Luck was round to see some of the boys, still looking a little pale around the gills. (That's supposed to be a fishing term, for those who haven't been fishing!) And he is only one example. Our sick list is so heavy we sometimes think it's catching. Also off are *C. E. Edwards, C. Friedenberg, N. Gaylond, L. H. McClelland, T. Stevens, C. Pollard* and some others. . . . The best super-salesman in the barn is our honorable dispatcher, *Harry Franklin.* He is the one who talks the boys into working extra trippers. He is the one who should get the credit for getting all the runs out. On top of all that hard work, he's had a bad cold too. What a man! . . . Some of the boys looked good with their beards and sideburns during the Portola Fiesta. *Isadore Friedenberg* wore a bush on his chin—or was it part of a mattress? *George Williams'* sideburns were so long and pointed we thought they might hook somebody. *Russel Murray* wore a pirate costume; *Henry Lind* was togged out in a good cowboy outfit and so was *Willy Smith.* Then there was *Harold Giese,* and he took the cake with his very fancy pirate costume. *Hal Crawford's* gold cowboy shirt was admired by everyone. Even your gal Friday *(Maybelle Paetzel)* was dressed up in a fiesta dress and cowboy hat. . . . In all these years we've never seen *Joe Slevin* as dolled up as he is these days Not only one new suit, but five—can you beat that!

Accidents Down 16 Per Cent

Accidents for the first ten months of 1948 were 16 per cent fewer than for the same period last year, with a total of 6929 for this year as against 8223 for last year.

Accidents have diminished in severity as well as in number, but there are still far too many accidents which should never have happened at all. Increased vigilance on the part of Operators, Motormen and Conductors can help to lower the score further and provide the kind of safe, efficient service of which we may all be proud.

Trolley Topics

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THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

William J. Green, Utah. "I have never seen a nicer demonstration of good manners and consideration of the people who travel. He was more than courteous; he was friendly in a quiet way and he did not play any favorites. I am neither young nor beautiful, and nowadays you almost have to be."

R. C. Wimmer, Geneva. "He had just started up when the hat blew in front of his car. Your motorman stopped his car until the man had scrambled through auto traffic to retrieve his hat."

Mary A. Ball, Geary. "More than once she has helped me on and off with greatest consideration. She gives a service generally to all passengers that is conspicuously praiseworthy."

James O'Connor, Sutro. "His quick action avoided what might have been a very bad accident to the pedestrian who crossed his car's path against the signal."

Lee L. Lowry, Potrero. "This is to express appreciation for the unusual kindness and courtesy expressed by Conductor 889. I am a visitor to your city and could not help being impressed by his thoughtfulness."

Alfred J. Garcia, Ocean. "He drives well, not throwing you all over the bus as some do when they start or stop. He is very considerate to strangers who seem to get lost constantly out in this neck of the woods. He directs them in a nice friendly manner, not in the tone of voice so many use that makes one feel he is an ignorant fool."

Herbert W. Linden, Inspector. "I told the Inspector about the suitcase I had left on the car. He said he would inquire if it had been turned in and asked for my name and address. I was naturally surprised and pleased when around 8:30 that night he came to my home with the suitcase. He would not give me his name, saying that he was only doing his duty."

Raymond A. Meyers, Washington Mason. "He stepped down from the car to help a blind gentleman board and also helped him off in a like manner. A few blocks farther on he again stepped down from the car to help a woman with three small children."

John W. Fields, McAllister. "An elderly lady was standing with a look of bewilderment on her face waiting for a bus which apparently doesn't run on Fillmore Street. Our operator, sensing her confusion, motioned for her to come over, told her to get into our bus and drove her down a block where she could catch the bus she was waiting for."

Virgil R. Strett, Ocean. "He was kind enough to loan me a token when I boarded his bus late at night. Many thanks for his kindness. Enclosed is ten cents to reimburse him."

Others commended were: *W. J. Larson,* Ocean; *F. W. Simon,* Ocean; *Charles W. Childress,* Geary; *E. G. Shaw,* Ocean; *Fred W. Wilson,* Utah; *John L. Howe,* McAllister; *Robert A. Bartel,* McAllister, *Charles Cassayre,* McAllister; *Henry I. Houston,* Utah; *Alfred W. Seltzer,* Utah; *Leon S. Christian,* Utah; *Daniel N. Fletcher,* McAllister; *Joseph Fay,* McAllister; *Isaiah White,* McAllister; *Michael A. Rowan,* McAllister; *Joseph J. Mammim,* McAllister, *H. E. Wuestefeld,* Geary; *Mildred Mills,* Potrero, *Michael T. Scannell,* Geary, *I. S. Green,* Geary; *Morris Gaslin,* Geary; *J. Guerrero,* Sutro; *George West,* Geary; *Thomas Hewitt,* Geary; *J. J. Campion,* Geneva; *Vincent F. White,* Potrero, *Frank A. Offen,* Potrero, *Frank A. Baroni,* McAllister, *Mike Carpne,* McAllister; *Ralph Abrahamian,* Sutro, *Charles W. Long,* Ocean; *Jerry L. King, Jr.,* Utah, *W. A. Thompson,* Ocean; *V. E. Connelly,* McAllister; *Frank L. Herald,* Ocean; *George C. Mourgos,* McAllister, *Leroy Sindell,* Potrero; *S. Baroni,* McAllister, *Daniel I. Fletcher,* McAllister, *Victor Ruiz,* Washington-Mason, *D. N. Strathearn,* Geneva, *Russell Breedlove,* Geary, *Fred C. Nolle,* Utah, *Theodore Soderberg,* Potrero, *James L. Simpson,* McAllister; *Leon S. Christian,* McAllister, *William McGowan,* Inspector, *Phil Weinberg,* Inspector, *R. H. Simpkins,* Ocean; *R. C. Aragon,* McAllister, *Timothy O'Gorman,* Geary, and *R. T. Spencer,* Inspector

Welcome To New Reporters

There have been a number of changes in our reporting staff during the last few months. Wilma Tighe is back again as reporter for McAllister Division. Maybelle Paetzel is writing the news at Sutro. Al Volkoff has replaced Jack Woods as the Engineering Bureau representative. Dick Griffin is contributing Accident Prevention material. Elven Whelpley has been forwarding news from 425 Mason Street. Next month Skip Sawyer will join our staff as Geary Division reporter.

Our sincere thanks go to these reporters and to all the others who contribute so faithfully each month. Don't forget to help them out by giving them "tips" about events of interest.

Washington-Mason Division

Some people say that it is good to let your hair down, but it seems that the prevalent fad during the Portola era was to let your hair grow (on the face). Boy, did we have a crop of alfalfa! The boys ran hair for hair for several days with the outcome anyone's guess as to the winner. Some of the would-be "whiskered wonders" had trouble in getting the crop to grow but were never discouraged. Those who had prize growths were *Byron Hickok, Doyle Helms, Erton Evans, Samuel McDaniel* and *James Medaxian* (who weakened and shaved finally). These boys not only had the chin decorations but also the costumes to go with them. They ranged from the "Dangerous Dan McGrew" to the Spanish Don. It was with pride that we hailed the men of the division during the past Fiesta. Theirs was the trying job of bucking the traffic and the heavy loads of the week. It was a job well done. . . We'd like to welcome some new men at this division—*Thomas Lewis, Patrick Olson, Nathan Hall* and *William Monroe* . . . With the Fiesta behind us and the holiday season ahead, let's all pull together for a joyful Thanksgiving to all.

Beards at 24th Street were being flourished proudly for weeks before the Fiesta began. Here are a group of drivers and office workers whose beards represent the various degrees of coverage, length, thickness and blackness achieved.

Bureau of Engineering

The Engineering Department has added four new members to its staff. Welcome to *Jackie Jackicich, Homer W. Shane, Joseph Tomsic* and *W. McFarland*. . . . *F. L. ReQua, William Bendel* and *Lon Perrin* have been away on a flying jaunt to Atlantic City where they attended the American Transit Association Convention. They also inspected transportation developments in New York, Philadelphia, Pittsburgh, Cleveland, Chicago and other cities. . . Our specification writer, *Ray Davies*, had an entanglement with Dan Cupid. Congratulations to him and his new wife. . . . Several of the fellows got together the other evening and had a royal Chinese banquet which had to be cooked to order, including delicacies such as Bird's Nest Soup and Aged Eggs. To top the meal a very potent Chinese liqueur was served. . . . *Dan Lucey* has been away on sick leave; hope he is well again soon. . . . *Jack Woods* is waiting for the fall rains so he can take his vacation. He likes to take it very late in the season. Wonder why? . . . Election returns proved to be a disastrous investment for our electrical engineer, *Al Kritscher*. He thought he had a cinch laying 5 to 1 on the Republican nominee. . . . The office force in full express their deep regret to our mechanical engineer, *Alex Malley*, and his wife on the death of their beloved daughter, Mary. . . . Among those attending the annual banquet of the Technical Engineers' and Draftsmen's Union were *A. O. Olson, L. V. Degnan, Charles Reed, Phil McCall* and *Otto Hyer*.

Office Chitchat

The Railway Golds finally broke out of their slump with a real bang and rolled both high game (960) and high series (2782) against the hapless Civil Service team in the Municipal Employees' Bowling League at Downtown Bowl. Captain *Ernie Cordini* led the way with a big 586 series and was ably assisted by *John Whitney* (578), *Herman Warnke* (525), *Earll King* (440) and *Jim Pagee* (440). . . . *Florence Johnson* took a late vacation trip to Hollywood. . . . *Kay O'Malley* and *Margaret Curtin* dude-ranched it on the desert near Victorville. . . "The Kid with the Coca Cola eyes," *Rita Navarret*, is going up to western Canada for her holidays. . . . *Angelo Landi* bagged his buck in Montana. . . . *Con Murphy* and *Eileen Albrecht* took the fatal step and are honeymooning in Southern California. . . Wedding bells will peal at St. Paul's late this month for *Eleanor Kelleher*, the cute colleen from Claims. . . . *Helen "Kitty" Berger* won the office football pool (a 99 to 1 shot) for the second time this season. . . . *Jim Duffy*, our ex-, is the proud papa of a boy. . . . Several newcomers have been welcomed at Geneva offices in the last few months. *Mike DePineda, Donald Carlson* and *Thomas Anthony* have been added to the Payroll Department to take care of the growing Ocean Division. *Lida Smith*, formerly of the Mayor's Office, is a new addition to the Leave Department. . . . We're glad to know that *Ethel Kearns'* mother, who was seriously ill, is getting better. Ethel spent her vacation going to and from the hospital.

Avoid Traffic Citations; Know Your Vehicle Code

(This is the second installment of a digest of the provisions of the Vehicle Code compiled by Inspector R. J. Griffin of the Bureau of Personnel and Safety.)

STOPS

Your car must be brought to a full stop:

1. When entering a through highway from a side road, a private driveway, a private road or from a building. (Veh. Code Secs. 476,577.)

2. Wherever there is a steady red traffic signal or a traffic control signal with the word "STOP" showing. The car must remain stopped until the light turns green or "GO." (The Vehicle Code permits right turns against the red light at certain intersections if there is no cross traffic. Railway operators are not permitted to make right turns against the red light except at intersections specified by official Railway bulletins.)

3. At railroad "Stop" signs.

4. At railroad crossings where wigwag or flashing signals, gates or watchmen show that a train is approaching.

5. When a street car is taking people on or letting them off. Where there is no safety zone, stop back of the nearest door or landing platform and wait until the people have headed a safe place. If the street car is stopped at a safety zone or if traffic is controlled by an officer or a traffic control signal device, you may go by at a speed of not more than 10 miles per hour provided it is safe to do so. (Veh. Code Sec. 571.)

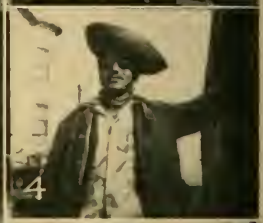
6. Whenever necessary for the safety of pedestrians crossing the street. Do not pass another car which has halted to permit a pedestrian to cross the street.

7. Whenever any police officer tells you to stop.

8. If you have a collision or accident, remain at the scene until you have rendered all assistance possible.

9. Remember the driver must yield the right of way to any pedestrian on a sidewalk the driver intends to cross. (Veh. Code Sec. 560.1.)

. . . Best suggestion to date: all those who pass the Sr. Ex's can give a party for those who didn't pass.



RETIREMENTS

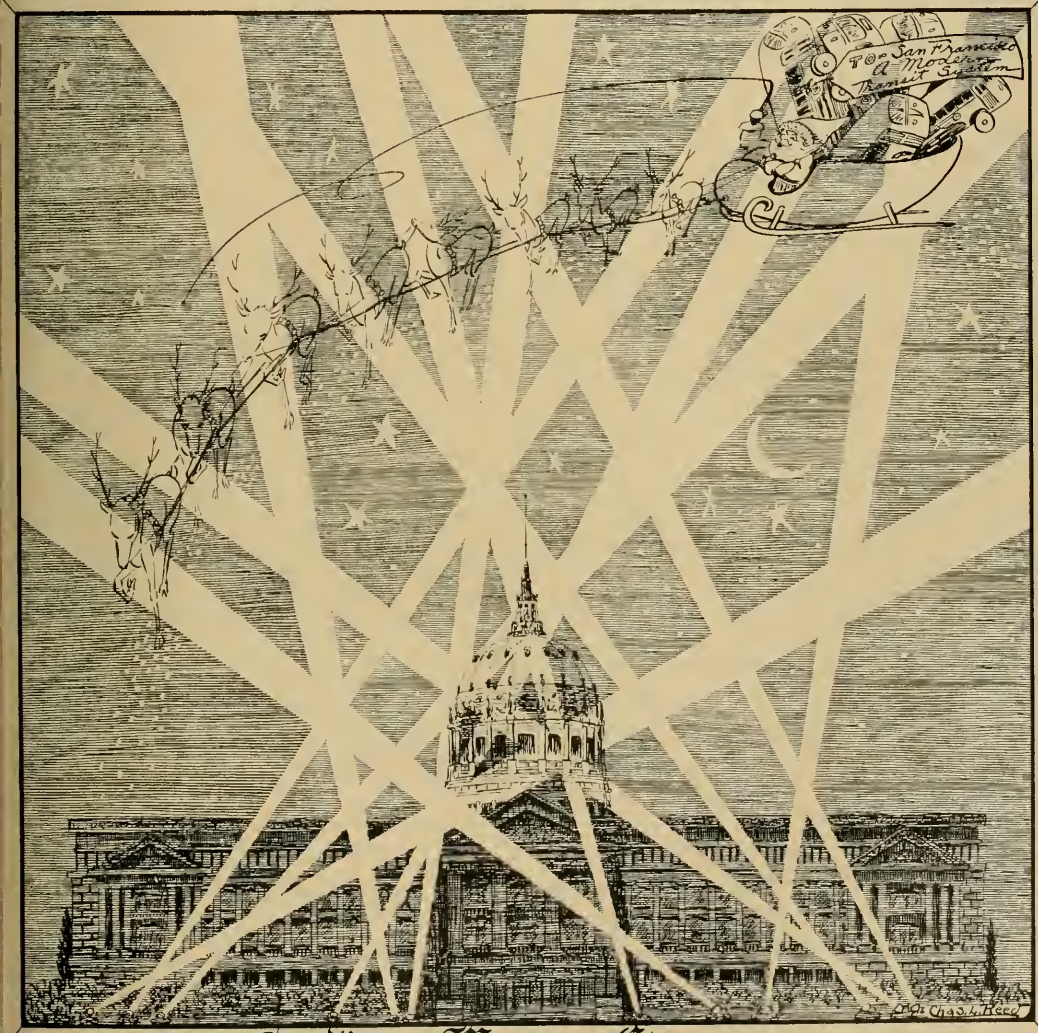
Name and Occupation	Employed	Retired
Miller Anderson, McAllister Motorman	1-23-12	7-28-18
Elijah K. Atherton, Potrero Conductor	2-18-15	10- 1-18
Frederick H. Behrmann, Geneva Conductor	12- 9-18	11- 1-18
Patrick Costello, Potrero Conductor	3-11-18	10-16-18
John Daly, Inspector	12-28-12	9- 1-18
John J. Dwyer, Inspector	1-22-13	7-29-18
Ernest Feldtman, Utah Motorman	2-19-15	10- 1-18
Peter Kore, Potrero Motorman	1-30-15	6-18-18
Henry Lacey, Geneva Motorman	3-21-11	9- 1-18
Frank Maggi, Blacksmith Finisher	9-27-22	7-31-18
Lawrence Niland, Car Cleaner	10-16-18	8- 1-18
William T. Parnell, Sutro Motorman	11-16-08	10- 5-18
Patrick O'Grady, Geary Motorman	5- 4-18	10- 1-18
Edward J. Philipp, Geary Motorman	8-23-18	7- 6-18
Charles M. Tregaskis, Geary Conductor	12-27-21	10- 1-18

These desperate-looking characters are actually our own mild and well-mannered Municipal Railway employees dressed up for the Portola Festival. (1) Smiles kept breaking through the fierce expressions assumed by the "Potrero Desperadoes." (2) Connie Morene of Personnel repulsed the sinister advances of Geneve Motormen G. W. Andersen. (3) W. C. Konig represented the Wild West while (4) H. J. Gerabedian wes costumed in "south of the border" mode. (5) The Jekyll and Hyde transformation of McAllister Geregemen Cherles Jeuch sent shivers up and down the onlooker's spine. (6) A variety of costumes wes displeyed by the McAllister operetors end shopmen. (7) Receiver Meybelle Peetzel and Motorman Henry Lind of Sutro Division wore colorful early California garb.

MUNICIPAL S.F. RAILWAY

TROLLEY TOPICS

3 DECEMBER, 1948 Number 12



A Very Merry Christmas

The Best Christmas Gift of All — Good Will To Men

At Christmas time the spirit of kindliness and generosity is at its peak. With our gifts to others we show our desire to spread happiness, and we have a friendly word for all mankind.

That spirit, rather than the gifts themselves, is what makes Christmas such a delightful time. It is within our power to prolong that spirit over the entire year—not with gifts—but with the good will we display toward all we meet.

Right now we have an opportunity to give all San Francisco a gift that will be prized highly—friendly, helpful service. Under present conditions, when our rehabilitation program causes delays and frustrations at every hand, this would be an especially precious gift. The modernization program is moving swiftly and improvements are already apparent, but even the Santa Claus on our cover cannot work a miracle overnight. We still have a long period of reconstruction ahead that will strain the nerves of platform men and passengers alike.

It isn't easy to maintain a pleasant attitude in the face of countless annoyances. That's why the gift of kindliness would be so much appreciated. It's the very best gift of all—a gift that goes back and forth between the giver and receiver and enriches them both.

Let's make this Christmas—and all the New Year—a truly happy time for ourselves and others by sharing this gift with everyone we meet.

George Pracy Succeeds Nelson Eckart As Head Of Water Department

George W. Pracy will succeed Nelson A. Eckart as General Manager of the Water Department upon Mr. Eckart's retirement on January 1st.

Mr. Eckart has served the city for 36 years. He was first employed as an engineer for the Municipal Railway in 1913. From 1921 to 1930 he was chief assistant to the City Engineer, and he has served as head of the Water Department since municipal operation of the utility commenced in 1930.

Mr. Pracy is at present Superintendent of City Distribution. He served with the Spring Valley system from 1909 to 1930 and has been with the Wate Department since it was organized in 1930 with the acquisition by the city of the Spring Valley system.

L. G. Marshall Retires After 36 Years' Service

Lawrence G. Marshall, Potrero Division Superintendent, retired on December 1st after 36 years' service with the Railway. During that time he built up a reputation for efficiency and integrity that made him one of the most respected men in city employment.

On his last day of service, a large group of fellow employees gathered to present him with a farewell gift, a check for the purchase of a garden tractor to be used on his quarter-acre "farm" in Sonoma County. Manager of Utilities J. H. Turner made the presentation and expressed the high regard felt by all for the retiring executive.

Mr. Marshall started with the Railway as a Motorman on its first day of operation, December 28, 1912. Prior to that he had been employed by the Market Street Railway, working out of the old 28th Street Division. In 1917 he was appointed an Inspector, in 1932 he was assigned to the Instruction Department, and in 1938 he became Day Dispatcher. Since January, 1939, he was been superintendent of the Railway's largest division, Potrero, which employs around 700 men.

Eddie Arata and his co-hosts from Potrero carhouse deserve thanks for arranging a splendid party. The music furnished by Geary Conductor George Hamilton and his associates was also much appreciated

His last day with the Railway proved to be an unusually pleasant one for Division Superintendent L. G. Marshall, who was honored on his retirement by a large group of friends. Upper photo shows Manager of Utilities J. H. Turner presenting check and commemorative cartoon; Railway Manager William H. Scott is at Mr. Marshall's right. Lower photo shows Mr. Marshall surrounded by some of the men who have worked with him at Potrero Division.

Employees Urged To Contribute Suggestions For Railway Betterment

"The suggestions sent in thus far by Railway men have proven so helpful that we're anxious to secure more along the same line," says Paul J. Fanning, Director Bureau of Personnel and Safety, who asks that every employee forward his ideas for Railway improvement to his Potrero office.

Among the ideas received recently and now under consideration by management are those of Inspector Fred S. Pfeifer, Conductor Edgar Martin of Sutro, and Operator James T. Gon of Utah. Inspector Pfeifer introduced a plan for safety awards to be given men who have no chargeable accidents over a period of time. Conductor Martin suggested some possible changes on the No. 1, 2 and 3 lines. Operator Gon presented a plan to speed up loading of buses.

These letters prove that the men on the job can make many valuable contributions toward improving Railway service. Every employee is urged to take part by sending his suggestion to Mr. Fanning at Potrero carhouse, 2500 Mariposa Street.

Washington-Mason Division

Here we go again. After a respite from whiskers for about a month it looks very much as if we are going to doll up in them again. This time they will all be of a standard color. Yep, you guessed right. Santa Claus is coming to town. To the platform personnel he is bringing crowded cars, bundles, bags and tired passengers. It will require patience, self-control and a big smile to meet the holiday rush, but after the training of the Portola Fiesta, we will take all in stride. . . . *Theodore Rechnitzer, Clyde Boyd, J. Hatter, Elmer Johnson, R. Mostert,* and *Wesley Robinson* are away doing their Christmas shopping and resting up for the big rush, while *Fernandes Rodriquez, Doyle Helms, Oscar Carlson, Tom Li, E. Evans, J. Pratt* and *R. Cotton* have just returned from their vacations. . . . The division has been reinforced with the following new men, whom we wish to bid welcome: J. Neil on the gripping side and W. Hall and George Redus on the conducting side. . . . To all the men of our division, as well as to the men of other divisions and our municipal family, "A Merry Christmas and a Happy New Year."

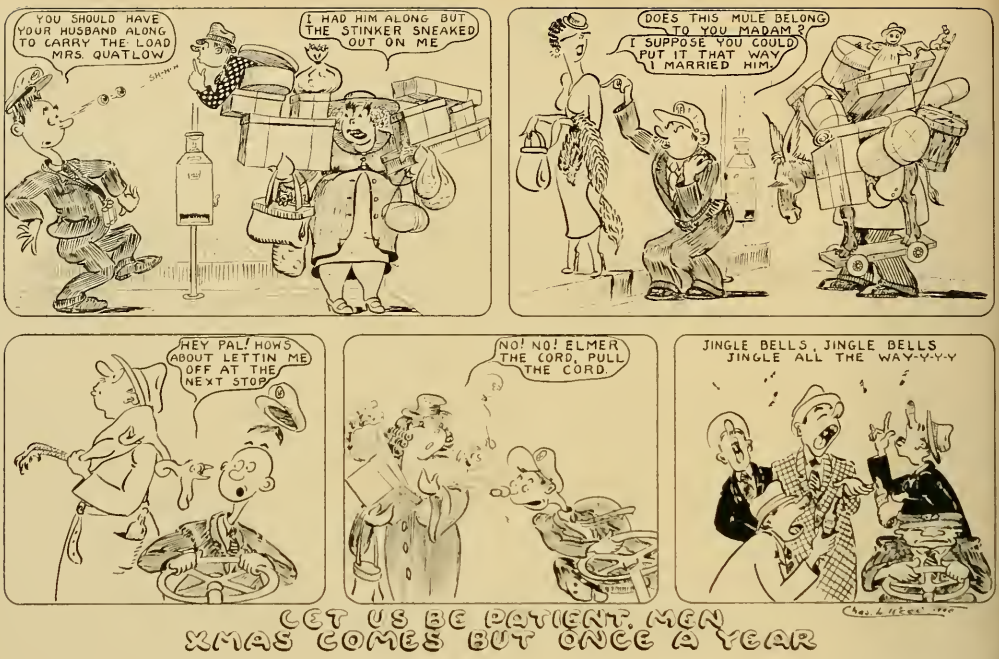
The Public Utilities Commission and officers, who have guided the work of the various ultilities during the past year, are shown here. Top row: Paul J. Fanning, Director Bureau of Personnel and Safety; Tom Irwin, Director Bureau of Public Service; R. J. MacDonald, Commission Secretary; and F. B. Gibbon, Executive Secretary to Manager of Utilities. Second row: Commissioners Victor S. Swanson, Lloyd S. Ackerman, Philip F. Landis (president), Thomas G. Plant, and Sam McKee. Front row: R. P. Scott, Director Bureau of Accounts; B. A. Devine, Manager Bureau of Light, Heat and Power; William H. Scott, General Manager Municipal Railway; James H. Turner, Manager of Utilities; N. A. Eckhart, General Manager Water Department; A. O. Olson, Manager Hetch Hetchy System; and B. M. Doolin, Manager San Francisco Airport.

Potrero Division

We again wish to send greetings to those of this Division on sick leave. We hope you will be well soon and on the job again. . . . Everyone seemed to enjoy Thanksgiving with lots of turkey—even thirty pounders. . . . We of the Potrero Division have lost a good boss and fine friend, our Division Superintendent, Mr. *L. G. Marshall,* who retired December 1st. We had a grand social time for him on November 30th at the Geary offices. He was highly esteemed by all and surely knew his business as a railroad man. We wish him and Mrs. Marshall a long life of joy and happiness. . . . We also wish to welcome our new Division Superintendent, Mr. *W. R. Mason.* Let's all get off together with 100 per cent cooperation and make this division one big happy family. . . . Anyone desiring travel information, see Conductor *E. D. Blacklock.* Ed says when you get tired or sleepy driving along the highway just contact the Sheriff's office and they will take care of everything. . . . We wish at this time to congratulate those who passed the examination for Supervisor of Schedules. . . . MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL.

Bureau of Engineering

Our clerk skipper, *Dan Lucey,* has just purchased a boat, motor and the works. While taking a pleasure cruise on Lake Merritt the other day, he noticed that progress through the water was practically nil. Answer: lost propellor. Anybody interested in retrieving same will collect a substantial reward. . . . Future barrister engineer *Roy Davies* is attending the second quarter at U.S.F. Law School. The books he has to purchase for his law courses are costing him quite a pretty penny. . . . *Eugene Bush,* the railroad engineer, has accepted a position in South America to locate a railroad. We are very sorry to see him leave. . . . It Happens Department: After being on the waiting list for a new car for over two years, Jr. Engineer *G. Smyth* is sporting a new Chevrolet. Imagine buying a new car without a trade-in or paying any extra juice! Lucky man. . . At last after several months of steam shovel digging, track relocation, installation of new trolley poles, manholes, curbs, etc., the portion of Geary Boulevard facing Geary car house has taken on that new look. It is safe again to alight and board trolleys without getting your feet in mud holes. A job well done. . . . The holiday season is approaching rapidly, so for this year the heartiest good wishes to all members of the Engineering Department and their families.



Geary Division

Motorman *Martin Frasu* became the proud papa of a baby boy. . . . The next issue of Trolley Topics will probably carry the picture of Captain *Al Benedict's* new luxury liner "Bendecos" to be launched during this month and christened with a bottle of Coca Cola. . . . Motorman *Frank Dunne* is back to work after having been in the hospital for third degree burns which he suffered in an accident. . . . Motorman *C. L. Brown* and Conductor *Mike Chiosso* were two lucky pheasant hunters. . . . "*Kelly*," our genial Receiver, visited the Chinese laundry and, very much to his surprise and delight, found a wonderful prize in one of his socks. How lucky can you get, Kelly? . . . Conductor *George S. Bunner*, better known as "Buttons and Bows" to his friends, has been seen in San Rafael visiting one of his many admirers. Conductor *Pat Ford*, if persuaded, might tell just how many admirers you really have, George . . . Conductor *William J. Costello* was elected delegate to the CIO Convention in Chicago. He took a 30-day leave of absence, plenty of what it takes to have a good time these days, and departed in a blaze of glory . . . Best of luck to Superintendent *Wes Mason* in his new position as head of Potrero Division; also best of luck to our new Geary Division Superintendent, *Al Schirmer*. . . . Heard in the gilley room—Conductor *John Geary* saying, "Give me six points on Notre Dame" . . . Two of our conductors left us this month—*Edward J. Brady* to be a car cleaner and *Earl E. Burns* to operate an elevator for the Board of Public Works. Both of you will be missed, but we hope you will drop in occasionally and tell us how you are doing.

Our Sister Utilities

Arnold Goobich has returned from his vacation. Somebody has started a rumor that it was down Permanente way. Anyway the cement mixer didn't get him—this time. . . . Airport Engineer's two-gun men, *Bill Cardella* and *Harry Archer*, are coming forth with plans for an atomic pistol. (They have enough lead between them to last for 49 million years!) . . . "*Horseshoe*" *Devine*, after taking home two armsful of prizes at the last Technical Engineers' meeting, wants a weekly meeting . . . There was no connection between *Ardean Dumbrelle's* trip to Los Angeles and the earthquake, although the L. A. Chamber of Commerce and Sidney Greenstreet tried to pin it on her. . . . "*Sponge Rubber*" *Davenport* has to keep one hoof embedded in the alcove of his desk. Doctor's orders. That's one anchor he can't drag. . . . Now we're all waiting for the big housewarming at the country estate of *Fletcher Hamilton*, built with his own rugged (?) hands. . . . The Civil Engineers are looking for the lug who put out the likely story that the exams will be held again shortly account too many perfect papers turned in! . . . *Frank* "*Starry Eyed*" (a misnomer if ever there was one) *Starval* won the pool on the Notre Dame-U.S.C. game. Do you have to win all of them, Starry Eyes? . . . *Jackie Ward Sauer* is on a six weeks' flying trip to South America where she'll visit Peru, Chili, Brazil, etc. . . . *Ken Graham*, our "Party Foreman," is enjoying a much-needed vacation . . . *Rose McAuliffe* was No. 1 on the Big Game pool. Why do you work here? Why not get out a scratch sheet? . . . *Arnelle Fratis* is the attractive newcomer at the Utilities General Offices.

Line Department

"Joe," remarked *Orville McCoy*, "for a man who won a five dollar door prize last night, you don't look any different today." In a voice full of injury and reproach, *Joe Baggetta* queried, "What do you want I should do? Dancing?" . . . *Ed Brown* tripped over three chairs and stepped on *Al Walker's* toes as he collected his five dollars, and *Ed Belasco* will never forgive those unfeeling brother members who would not tell him where the meeting was to be held in which they award the five dollar door prizes. . . . Hardly worth mention is the fact that the Line Department cat has been blessed with four more. . . . We're afraid that Christmas won't be very merry for the *Ed Kimbers* this year. Ed is suffering partial paralysis as the result of a stroke. The Kimbers are grateful to *Ed Brown* and the Line Department, however, who have collected more than a hundred dollars in their behalf.

Office Chitchat

Congratulations to *Earle Rambo, John Barry* and *Dick Griffin*, who topped the list in the examination for Supervisor of Schedules. . . . *Kate O'Malley* banged out a 540 series (210 high) at Lincoln Bowl last week. Look out, boys, or the Muni League may become co-educational. . . . *Chris Welch* has returned to the Tab Room after a two months' illness. . . . *Con O'Brien* is on vacation and took in the U.S.C.-Notre Dame game. . . . The *Con Murphys (Eileen Albrecht)* also saw the Trojan-Irish contest. . . . *Helen Collins* is vacationing at Irene McCarthy's Guest Ranch in the Mojave Desert near Victorville. . . . *Eleanor Kenny* is taking a late holiday also. . . Some of the gals at Geary took General Superintendent of Transportation *D. C. Ormsby* to lunch on his birthday. To the surprise of all, a style show went with the lunch. Yes, Mr. Ormsby can tell you all about the latest fashions now. . . . The Railway Greens, our so-called third team, is showing the way to both the Golds and Grays in the Municipal Bowling League. The Greens are only three games out of first place, being 7th, with 20 won and 16 lost. The team includes *Leo Burns, Bill McCabe, Con O'Brien, Bill Hastings, Mike Sweeney* and *Lloyd Imeldi*. The Grays are in tenth place with 18 and 18, while the supposed big-gun "first team," the Golds, lags in 14th place with 16 and 20. . . . That pretty redhead in the Instruction Department at Geneva is *Dorothy Jazuk*.

There's lots of activity at Ocean Division with the huge yard being paved, the maintenance building under construction, the bus wash rack being installed, and all kinds of equipment and workmen moving about. Operators at Ocean Division stop almost every day on their way to and from the Dispatcher's office to check the progress that is being made. Here Operators John Dismore, Roby Conrow and John Rosser pause to see the latest developments in constructing the new bus yard.

24th Street Division

Mike Coffey is no longer the confirmed bachelor he used to be. He has joined the ranks of wedded bliss. Congratulations Mr. and Mrs. Coffey. We hear he got all decked out for the occasion—white tie and tails—at the Palace Hotel. . . . *Emil Boschetti* became the proud father of another baby boy; he has to put his nose to the grindstone for sure now. . . . *Tom Wells* has found the nucleus to the long lost system of long-tailed Badgers. Anyone desiring to get rich quick, see Tom. . . . Dispatcher *Walter Davis* is still at home and progressing favorably; he would welcome a call from any of his friends. . . . Operator *Erving Crane* broke his leg in the rice flats of the Sierras while chasing pheasants. . . . *Herb Brill* is back once more from his extended trip to attend to his mining investments in Colorado; he had a good time and gained some weight. . . . Operator *Robert Henke* brought back a blind deer from his hunting trip up north; ask him about it, boys!

Good Sportsmanship Builds Safe Operating Practices

In every game certain acts are recognized as fair play and other acts as fouls. Spectators watch fair play with admiration, but they protest and boo at fouls.

Try excusing the player who habitually fouls by saying that he doesn't know the rules. "What business has he in the game if he doesn't know the rules?" the spectators growl.

Every game has its standards of fair practice. Workers in public transportation are no exception. You can draw a distinct line between fair and foul play in traffic.

Sticking to the rules is fair play. But good sportsmanship is more than that.

There is no rule in football that requires a player to help a fallen opponent to his feet after a tackle. No regulation in tennis, golf or hockey requires you to congratulate your successful opponent or to recover another's out-of-bounds ball. These practices go beyond fair play; they are acts of courtesy.

Acts of operating courtesy that go beyond fair play mean good sportsmanship at the controls. The strictly fair-play operator never consciously breaks a traffic rule. He never cheats at stop signs or red lights. He takes the right-of-way only when it is legally his.

But the sportsmanlike operator goes further. He obeys the regulations and extends additional acts of courtesy that give other drivers and pedestrians every chance for safety. He is numbered among the hundreds of good operators who make driving in traffic a pleasure.

—*Sportsmanlike Driving*

Geneva-Ocean Division

Congratulations to Operator and Mrs. *Leroy Hancock,* who were recently married; they are wished many years of happiness. . . . Conductor *Ed "Red" Maloney* is pacing the floor these days and by the time this issue is out should be a very proud father. . . . Anybody got any old centennial coins? Night Dispatcher *Emery Dutcher* is quite a collector of them along with his two dollar bills. . . . Operator *Bill Thompson* has become a member of the "Gallon Club" of Daly City, having donated his eighth pint of blood. Bill is on call for any emergency as he has a very rare type of blood; he also was very generous during the war with his blood donations. . . . We welcome back on the job Operator *Bill Stidhem,* who was on the sick list for about a month. . . . What's this? Starter *George Metro* greeted *Les* (Superintendent for five minutes!) *O'Connor* with a kiss on each cheek the other morning! . . . *Bill Mahoney* and *Bob Connolly* have passed their probationary periods and are now full-fledged Inspectors. Congratulations to both. . . . Dispatcher and Mrs. *George Taylor* have Mrs. Taylor's parents visiting from England; they plan to make their home here. . . . Conductor *Al Dubrovich* spent part of his vacation at Los Angeles seeing that great game between U.S.C. and Notre Dame. . . . With the Holiday Season with us, here's wishing all of you a very Merry Christmas and the most prosperous of all New Years.

Shop Notes

It was a real Thanksgiving for *Armand J. Falconi* of the Turk and Webster Garage. His wife presented him with twin baby girls, born November 19th. . . . We extend our sympathy to the family of *David Leckmen,* Power House Operator, who died last month; he had been with the Railway since 1942. . . . Our sympathy also goes to *Johnny Williams,* Geary Shop Foreman, whose 93-year-old father died in Wales, England, on November 27th, also to *Leo M. Gilfether,* Car and Auto Painter, whose father died December 6th. . . . *Henry Rist,* Car and Auto Painter, has returned from a pleasant vacation motor trip through Yosemite and Death Valleys. . . . Another late vacationist was *William U. Roddock,* Foreman Armature Winder, who went pheasant hunting with friends on a ranch near Merced and took the seasonal limit of 10 birds. . . . Burial services for service men returned from overseas have saddened several of our fellow workers. . . . Our condolences go to Molder's Helper Fred C. Harang, who lost a son; Sr. ERSM Benjamin E. Weimer, who lost a brother; and Laborer Timothy Curtin, who lost a cousin. . . . Offices of the Motive Power Department have been moved from the old Fillmore carhouse to the Turk Street Office Building. Superintendent *Fred Cook* and Electrician *Harold Mayers* took desks apart and put them together again during the moving process, while Secretary *Mollie Luman* applauded their skill as carpenters.

Sutro Division

Night Shop Foreman *Jim Maughm* went down south over the week-end of December 4th. He said he was going to Los Angeles to see a football game. We all just called it Jim's Lost Week End. . . . Food for thought: Has anyone noticed (don't say you haven't) the luffly colored berets Motorman *Milton Flynn* has been wearing? And please, a request, if you accidentally find one, take it home and give it to some appreciative little girl. . . . Also has anyone noticed the unusually distinctive black and white neckties Dispatcher *Al Strelesky* has been wearing? . . . And what about the Conductor who always chews tobacco so much it shows on the outside of his face? Know who I mean? . . . Then there is *Everett (Bromo) Malone;* whenever you want him, he always has to have one of those Burpers first. . . . We would like to welcome the new Motormen and Conductors at this time and hope they like their work: *J. J. Pettee, M. Tom, R. C. Fortson, E. Inmon, G. Wuttke, I. W. Lawson, L. S. Stamm, G. M. Nordstrom, Ed Dauney, F. E. Davis, C. Henry* and *J. B. Craig.* . . . Now the fun begins—starting a new general sign-up with the addition of the "D" cars. Our poor aching backs! . . . *Herb Lyons* is on the sick list. We all miss him too. . . . None of us has seen *Harry Franklin* laugh as hard as he did when he pulled the cleansing cream jar trick on our Superintendent, Mr. *A. J. Schirmer.* It really caught him by surprise. . . . And the Season's Greetings to all of you from all of us.

On-Board Accidents Can Be Reduced By Smooth Operation of Car or Coach

During the fiscal year which ended June 30, 1948, we had 3,159 passenger accidents. These include accidents to passengers while entering or leaving the car or coach or while on board. Of these, almost half (1,508) were accidents which occurred on board where the passenger fell or was thrown or otherwise was injured during the course of his ride.

Many of these accidents were not the responsibility of the motorman or operator. People will stumble and fall sometimes regardless of how many safeguards are given them. But it is also true that many of these accidents could have been avoided by more careful handling of the vehicle involved.

Sudden stops may be necessary at times because of traffic conditions, but all too often a car or coach is brought to a violently abrupt stop without reason. Passengers are thrown against seats and to the floor with resultant injuries. The accident may not be too serious, but each one involves a financial loss to the Railway, whether it be only payment for time consumed in making out reports and in investigating the occurrence. Each such accident also serves to undermine the public's confidence in the transportation system.

The driver who makes a practice of hurtling his coach from stop to stop makes trouble for himself as well as for the Railway. If he is involved in a passenger accident, he will find it difficult to get a friendly witness. On the other hand the driver who has been considerate of his passengers and who tries to give them as comfortable a ride as possible will find his passengers will give him a fair break should it ever become necessary to secure witnesses.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Harvey Jackson, McAllister. "By the time we reached Fillmore Street the bus was crowded to capacity, but never once was there an sign of impatience or irritability; quite the contrary. Even when he requested the passengers to move back in the bus, it was with a smile."

Lee M. Faulk, Ocean. "I would have been late for work if the new bus operator on line No. 18 had not waited for me. He is a blond, neat-appearing operator whose cap number is 2330. He has a smile and a cheerful 'Good morning" for each passenger boarding the bus."

Patrick McCarthy, Potrero. "Twice he brought his car to a full stop for minor children crossing in the middle of the block (and undecided). He had a pleasant word for all who spoke to him and got a lot of smiles in return. He seems to be on good terms all along the route."

Edwin Jostmeyer, Utah. "A crippled man on crutches got on. This driver asked a passenger if he would kindly take a seat in the rear of the coach so that the cripple would have a front seat near the door. He was so nice about it and the passenger was so agreeable. It made me happy to see people so kind."

M. L. Vasconcellos, Geary. "This man took his car through on schedule, watched his passengers off, watched auto traffic, traffic lights and in general was what I would call a top-flight motorman. Besides I could not help but notice this man was dressed spick and span, a credit to the city."

R. L. Aitchison, Sutro. "As a passenger on a 'C' car which caught on fire, I wish to commend Motorman 2339 for his prompt and cool action. By reaching under the car and pulling out all the burning material and then slapping out the remaining sparks and flames with his gloves, he extinguished the fire in a very few minutes."

Alex Garner, McAllister. "That boy is a gentleman. I usually use my automobile, but such operators tend to induce the patronage of public transportation. I hope you get more like him."

Solomon M. Warner, Utah. "I had just transferred from an outbound 'N' car to the bus. The driver started up, then turned and saw two passengers getting off another outbound 'N' car and running for his bus. Instead of speeding ahead as so many of the drivers do, this operator stopped his bus and waited for the two passengers."

C. L. Piper, McAllister. "An elderly lady was waiting at the corner. After stopping the bus the driver realized that it was practically impossible for her to embark, incapacitated as she was. He got off and literally lifted her aboard. When she debarked, a few blocks further on, he performed the same kind deed."

Paul Kiesow, Ocean. "I think it is only fair to comment when one of your drivers has become known and admired for his courtesy, cheerfulness and thoughtfulness. I refer to Paul Kiesow. He is on the Telegraph Hill run and is one of our special favorites."

Leroy F. Denyes and *Unto A. Waisanan,* Geneva. "The motorman handled the streetcar smoothly with consideration for the passengers; one could walk through the aisle without holding on to everything in sight. The conductor called each stop distinctly and looked before starting the car. Both were pleasant and courteous to all."

Peter Dunbart, Potrero. "He must be a truly Christian gentleman. He kindly helped two blind girls off his car, escorted them to the transfer corner, and was at all times pleasant in his contact with his bosses—the riding public."

Allan J. Powell, Ocean. "I wish to commend Operator 2222 for the courtesy he has shown me. You see I am a cripple, and this driver always waits until I get to my seat before he starts up. It is courteous treatment like this given to us cripples that makes this world a better place to live in."

Trolley Topics

Vo. 3 DECEMBER, 1948 No. 12

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Bradford L. Rideout, Potrero. "The conductor loaded his car tightly in a firm but always courteous manner. He was precise and direct in all his movements and conversation."

L. B. Delaney, Sutro. "Before boarding I asked if the car would take me anywhere near Stanford Hospital. 'Step right up, lady; I'll take you to Fillmore and transfer you to the right bus,' and he did, even coming up to remind me before I got off."

Others commended were: *H. Kannengieser,* Ocean; *William Sutton,* Sutro; *Roy Mason,* Potrero; *S. Gelini,* Potrero; *Purnelle Jacobs,* Potrero; *Carl R. Cirimele,* McAllister; *Michael Metro,* Potrero; *Frank F. LaMotte,* Utah; *James G. Lash,* Washington-Mason; *Armand Bresciani,* Utah; *A. J. Dronin,* Potrero; *Charles Cassayre,* McAllister; *Clarence Spragg,* McAllister; *James B. Penix,* Geneva; *Valmore H. Calvert,* Utah; *Owen W. Borden,* Utah; *Arthur Kaplanis,* Utah; *G. C. Lindberg,* Inspector; *John Lee House,* McAllister; *H. Henderson,* Potrero; *James P. Robbins,* Geary; *Dennis P. O'Leary,* Potrero; *William S. Kenglia,* Potrero; *Oram S. King,* Utah; *Manuel Diaz,* Ocean; *Freddie Brown,* Geneva; *Edward J. Grantano,* McAllister; *Gene Henderson,* McAllister; *W. E. Willoughby,* Utah; *Joseph F. Gallagher,* Utah; *George E. Blue,* Ocean; *James Healy,* Sutro; *John Kinsey,* Potrero; *Robert Larsen,* Potrero; *J. E. Hood,* Potrero; *R. H. Simpkins,* Ocean; John F. *DeCampos,* McAllister; *Dennis A. Scranton,* McAllister; *Nicholas Revello,* Utah; and *Talton Love,* Utah.

The annoyance caused by street repair work became very apparent to Geary employees during the months when this construction job was going on. The inconvenience and dirt and noise and confusion tried everyone's nerves. Now that it's all finished, however, everyone is pleased and proud as can be. These before-and-after shots show various stages of the work. Top: ties were being laid for the new tracks in the picture at left; right, the street as it looks today. A protected alcove for automobiles was provided in front of the entrance to Geary carhouse by extending a strip of the sidewalk out into the street. This also is a great help to pedestrians who have to cross the wide boulevard. Center: these views show the new intersection at Geary and Masonic looking southwest from the top of Geary carhouse. Bottom: Looking southeast from the Geary roof the intersection of Geary and Presidio is pictured.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

e 4 JANUARY, 1949 Number 1

SAN MATEO CAR AT SOUTH SAN FRANCISCO JUNCTION

The No. 40 line, one of the last of the electric interurban lines in the country, was abandoned on January 15, 1949.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Glenn F. Johnson, Utah. "By the quick action and expert control of his vehicle, Operator No. 4310 saved the lives of two four-year-old girls who suddenly ran out of nowhere in front of the bus on one of the many narrow turns this bus route takes."

Ricardo C. Aragon, McAllister. "The young mother with her baby was obliged to stand because none of the high school boys seemed husky enough to vacate his seat. The operator asked if one of the young fellows would be good enough to let the lady have a seat. One of the boys arose and beckoned her to take his place. Thereupon, the operator, equal to the occasion, said, 'Thank you, gentlemen.'"

George Bunner, Geary. "George Bunner served long and faithfully in our school loading zone for the 'F' car at the corner of Fillmore and Chestnut Streets. He deals particularly well with children, and I want this favorable comment to go into his service folder."

Ira W. Lawson, Sutro. "I could not help but watch his handling of the car and his courtesy, especially his care toward several elderly women passengers. A man who can keep up a front like that in daily contact with us people who ride the cars surely deserves what little credit this letter can give him."

William Michelini, Ocean. "When at the end of the run he found a forgotten lunch, he took time to stop at the school to be sure it would be delivered to the right owner. When commended he replied, 'Well, if I had a boy I would like someone to do the same for him'."

LeRoy Daigle, Geary. "On the trip downtown he was most courteous about answering questions and prevented a small boy from jumping off the car while it was in motion. He handled the children with much tact and patience. Conduct of this kind is outstanding, particularly when the public who ride during the rush hours are irritable and hard to handle."

Charles S. Carttl, Potrero. "There is still some kindness in the world when a motorman will stop his car to assist a blind man from the car to the curb. Give No. 3534 my sincere thanks for his courtesy and consideration."

James Medaxian, Washington-Mason. "I wish to take this opportunity to inform you of the kindness which your operator No. 3606 on the Powell Street cable car extended in securing for me a fountain pen which I had dropped from the street car. I have never encountered an individual as courteous as this gentleman."

A. Halinen, Mariposa. "The bus was just about started when I realized I was too late to board it. The driver crossed the intersection and brought the bus to a stop on the other side. I was genuinely surprised and grateful for the consideration."

Frank A. Barone, McAllister. "I requested the driver to please stop in the middle of the block due to my mother's physical condition. The kind gentleman not only stopped as asked but turned off the engine and escorted my mother to the very door of the house."

Gerald K. Hulse, Utah. "We wish to take this opportunity to express our appreciation to one of your bus drivers, Mr. Gerald K. Hulse, for his kind thoughtfulness of our children and his contribution toward their happiness. On behalf of the children of Edgewood Orphanage, please extend to him their thanks and best wishes for a pleasant holiday season."

T. T. Lennon, Potrero. "He is to be commended on his alertness in stopping a street car which might have plowed into the one he was operating, which was stalled in Twin Peaks tunnel. He prevented what might have turned out to be a serious collision."

Others commended were: *Charles J. Miller,* Utah; *R. H. Simpkins,* Ocean; *Roderick E. Betts,* McAllister; *Paul Hubaud,* McAllister; *Paul Kreson,* Ocean; *Richard Lee Williams,* Geary; *Charles E. Smith,* Potrero; *Ray Garcia,* Ocean; *Ray Ralph Boyles,* Geary; *Caryl C. Anderson,* McAllister; *W. J. Perry,* Geary; *J. L. Fahey,* Ocean; *Erling C. Pederson,* McAllister; *Don Embleton,* Ocean; *A. N. Payne,* Utah, and *John A. Wilson,* Utah.

Commissioners Resign

We are indeed sorry to learn of the resignation of two of our Public Utilities Commissioners, Lloyd S. Ackerman and Thomas G. Plant. Mr. Ackerman resigned last month, and Mr. Plant's resignation will be effective on February 1st.

These two capable men have contributed a great deal to the welfare of San Francisco, and their services will be greatly missed.

Geary Division

We were sorry to see Motorman *S. L. Sharp, William King* and *R. B. Bilbo* leave the Railway. Motorman Sharp is going into business with his father in Oakland, Motorman Bilbo is now working for the Post Office, and Motorman King was ordered to take a rest by his doctor. . . . It was a real pleasure to take Conductorette *Mary Arney* off the sick list. . . . Conductor *William H. Stein* is more than excited these days and for a very good reason. He's taking leave and going to Washington, D. C., to witness the inauguration of President Truman. . . . Anyone wishing to see a fine watch chain, contact Motorman *R. Leeouw*. . . Dorothy *Wilson* with her belated New Year's card and "Inspector" *Harriett Oland* in a sou'wester were at the East-West game. She says that without the help of *Dick Furth* and the Dispatcher's office, she would have been sunk. . . . *Georgie Bunner*, please take note:

Some time ago I was relaxing,
From troubles and cares of the day,
When I overheard two men a-talking
And this is what they had to say
Now these two men were conversing
And you will admit it's a wow,
For the topic of their conversation was
Georgie, be true to me now.

Now Georgie is a nice fellow,
But he has his worries and woes
And I bet it you dare ask him,
He will sing for you Buttons 'n Bows
So please don't cross poor Georgie
For he has got something somewhere,
For the others kept on a-saying
Oh! Georgie, be true to me now

So the moral of this little story,
And I will swear it is true
Is please go easy on Georgie
For the same could happen to you
So when you get a-talking to strangers
Or anyone else but your frau,
Don't ever say "Honey" and "Darling"
Say "Georgie, be true to me now"

Nelson A. Eckart Retires After Outstanding Career As Utilities Engineer

Nelson A. Eckart, the man who as General Manager was largely responsible for building San Francisco's Water Department into one of the best in the country, retired on January 1st.

Mr. Eckart began his engineering career 50 years ago when he was graduated from the University of California. He has been with the City for 36 years, starting as an engineer for the Railway in 1913. From 1921 to 1930 he served as chief assistant to the then City Engineer, M. M. O'Shaughnessy. Mr. Eckart was one of the group of able engineers who worked under Mr. O'Shaughnessy when the city's water and power system was planned.

Since the water system was brought under public ownership in 1930, Mr. Eckart has served as head of the Department. During these years he has earned an enviable reputation for his ability both as an engineer and as a business executive. His motto has always been to give the best possible service to the public at the lowest possible cost.

Holding out his retirement gift for all to see is Nelson Eckart, who retired as General Manager of the Water Department on January 1st. Mr. Eckart was honored at a banquet at the Elks' Club attended by a large group of his fellow workers in city service, who presented him with a beautiful gold wrist watch. This section of the head table includes (from left to right) T. W. Espy, Water Production Engineer; Toastmaster B. M. Doolin, Manager San Francisco Airport; Mr. Eckart; Commissioner Thomas G. Plant; J. H. Turner, Manager of Utilities; Dion Holm, Public Utilities Counsel; George W. Pracy, new Water Department chief; George Davis, Superintendent Peninsula Division and Ralph Wadsworth, City Engineer.

Bureau of Engineering

A Christmas party staged by the Municipal Railway employees on December 23rd was well attended by the engineering staff. The spirits and spirit at the party were both high in proof. Bachelor *Otto Heyer* was in his glory sporting two charming girls, one on each arm. *Jack Woods* got in the doghouse at home for being late. (Aw, Mary was only kidding!) We hear the merriment did not abate till the wee hours. . . . Our very diminutive *May Chan* journeyed down to Pasadena to attend the Rose Bowl festivities. . . . *Bob Collins* was there also rooting for his Alma Mater, California. . . . Engineer *A. Crenshaw* took a vacation between Christmas and New Year's and hibernated in his summer villa near Fairfax. . . . We noticed that *Ray Remmel's* hands were very red but recently they seem to have gone back to their original color. Reason: the Remmel's acquired a new washing machine. . . . Congratulations are in order for Engineer *L. M. Jeffers,* assistant to Engineer-in-Charge *Fred* Re Qua. "Jeff" handles our office affairs with great alertness and efficiency and has the cooperation of all members of the staff.

Safety Pays!

"There were 2,398 *fewer accidents in* 1948 *than in* 1947, *a real achievement. Transportation and Training Departments are proud of this record.*

"More and more friendly rivalry in the lowering of accidents is taking hold. Watch your divisional board for each day's score. Let us each resolve to make 1949 *one of matchless achievement in the lowering of accidents.*

"Witnesses obtained have greatly increased, aiding materially in winning court cases.

"TAKING PRIDE IN PERFORMANCE WILL MAKE THE DESIRED RESULTS POSSIBLE. Your good work in every respect of operation will be watched with the greatest interest by management."

D. C. ORMSBY.
General Supt. of Transportation.

Potrero Division

By the time this issue is published our personnel at this Division will surely have changed, nearly all of the old-timers having transferred to other divisions. We wish them a long life of happiness in their new locations. To all the newcomers, we welcome you. . . . Now that the holidays are over and everything back to normal, we can look up and go forward, being thankful for the blessings we received in the past year. . . . At this time we wish to send our deepest sympathy to the family and friends of Day Dispatcher *Walter Davis* of the 24th Street Division (formerly of Haight Street) who passed away the morning of December 31st. . . . Congratulations to new fathers of our Division—Conductor *R. Belluomini* on the birth of a baby boy and Motorman *D. Berti,* who is also the proud parent of a baby boy.

24th Street Division

Eugene Sorri became the proud father of a baby girl this month. Congratulations are extended to him and his wife. . . . Does anyone know what *Frank Duffy* was looking in the garbage can for? . . . We'll be seeing a lot of new faces at this division when the General Sign-Up becomes effective, and we extend them a hearty welcome. Also our best wishes go with those who have transferred to other divisions. . . . Congratulations are in order for *Glenn Johnson* on the birth of his new son. . . . Anyone wishing to learn the ins and outs of television is requested to contact Operator *E. A. Joiner;* he is supposed to be in the know about such things. . . . A baby daughter, Judy Ann, arrived at the home of *James William Lye* on December 14th. She's the second girl for the Lye family. . . . Our deepest sympathy is extended to the family of *Walter Davis,* who passed away on December 31st. He was highly regarded by all who knew him. . . . Our sincere sympathy also goes to *John J. Regan* on the death of his uncle.

Old Mission Street Cars Retired With Honor After Many Years of Service

The ancient street cars which had clattered up and down Mission Street for so many years were retired with honor on January 15th to make way for more modern transportation service. The electric lines had played an important part in the growth and development of San Francisco and of communities to the south.

No. 40 line

The No. 40 San Mateo line, which was abandoned south of Holy Cross Cemtery, was one of the few remaining interurban street car lines in the country. It had its beginning in 1891 when the San Francisco and San Mateo Electric Railroad introduced electric traction to San Francisco. A state law had previously prohibited electric railways in the city. This first small line ran from Market and Steuart via Steuart, Harrison, 14th, and Guerrero to 30th and San Jose Avenue. The line was constructed further and opened in short lengths, eventually reaching Holy Cross Cemetery, 12 miles away.

In 1896 the Spreckels interests reorganized the company, added 40 new large cars and double-tracked the remaining single-track portions.

When the newly-formed United Railroads became the owner in 1902, plans were announced to extend at once to San Mateo and then to San Jose, with a companion line on the opposite side of the Bay from San Jose to Oakland. New and larger cars were ordered from the Ladede Car Company of St. Louis to start the ambitious program.

To meet franchise requirements that the line to San Mateo city be in operation by January 1, 1903, small cars shuttled between San Mateo and Holy Cross, there connecting with the big San Francisco cars. This had to be done until the large 1225-1241 class arrived from St Louis. The 1200's were the first to operate over the new route.

Top: One of the early electric cars of the San Francisco & San Mateo Railway Company, taken in the 1890's. Center: Car 1228 on a test run in 1903. That's W. H. Davison seated on the platform; Harry Mentz is standing next to him; J. P. Jones is fifth from the left, and L. B. McCubrey is at the extreme right. The others have not been identified. Lower: Big Sub No. 5 at Geneva Yard, 1907. Recognized in the group are (second from left) "Dad" Perry, then L. B. McCubery, Steve Deane, Fred Allan, J. P. Jones and (at the extreme right) Nick Adams.

5th and Market to Mission, Onondaga, San Jose Road, Colma, Holy Cross and through to San Mateo. Their original high speed was soon reduced to increase safety in operating through downtown San Francisco. Upon their arrival these cars were exhibited in various sections of the city; they were the first air brake cars San Franciscans had ever seen and created as much interest then as the newest type bombing plane does today.

After the disaster of 1906, with the city desperately in need of transportation equipment, the United Railroads managed to acquire 12 huge interurban cars intended for the Philadelphia and Western Railway. These massive cars, known as the "Big Subs," were lavishly equipped with inlaid mahogany woodwork, semi-empire ceiling, plate glass everywhere and high-back leather seats, and created an indelible impression on passengers of the San Mateo line. In 1923, however, with the trend toward smaller cars which were less expensive to operate, the Big Subs were replaced by the 1200's, which had been rebuilt with lengthened platforms and other improvements. Sixteen of the original twenty 1200's were still in operation when the line was abandoned.

No. 9 line

In 1857 the State Legislature granted Thomas Hayes a franchise for the first street railway in San Francisco, to run on Market Street and out Valencia to Mission Dolores. The line was built in 1860 and was extended to 25th Street in 1863. It was operated first by steam dummy power and later by horses.

In 1883 the Market Street Cable Railway Company took over a number of the important horse car lines, including the Valencia Street line, and reconstructed them into cable lines. The company was well financed, and the roadbed and equipment were first class in every respect. The introduction of such dependable and rapid transportation (eight miles per hour) greatly stimulated real estate development in the areas served.

After the earthquake and fire of 1906, the line was rebuilt as an electric line and was later extended to 29th and Noe. The line has been rerouted several times, and in March 1946 was switched from Valencia Street to Mission Street.

No. 11 and 14 lines

The first Mission Street line was built by the City Railroad Company in 1863 to carry patrons to Woodward's Gardens, a popular amusement resort at 13th and Mission. It originally operated from 2nd to 14th Streets and was soon extended to the Ferry terminus and out to 26th Street. The light, one-horse vehicles, accommodating 14 passengers, were handled by a driver only. This proved to be a much more profitable arrangement for the company than had the larger two-horse cars which required a conductor as well as the driver.

Life for the horse car employee was no bed of roses. He worked 12 to 15 hours per day, for which he received the sum of $2.50. Company rules compelled him to stand while on duty—he could not even lean against the dashboard—and infractions were punished with fines.

In 1893 the City Railroad Company became a part of the Market Street Railway Company, and in 1902 a further consolidation took place, resulting in the formation of the United Railroads. It was during this ten-year period that the Mission Street line was lengthened to Daly City and the spurs off Mission, including the one to 24th and Hoffman, were established.

The Mission Street lines were never converted to cable operation. Horse cars remained in service until the lines were rebuilt as electric lines. For many years the No. 14 line ran through to Holy Cross Cemetery on Sundays and holidays to supplement service on the No. 40 line. In 1911 huge crowds were carried to the first aviation meet in the West, held at the site of what is now Tanforan.

The United Railroads did not hesitate to take credit for the part played by "modern transportation" in the growth of the Mission District. A company publication dated June 1, 1904, stated, "The manner in which Mission Street has been forging ahead within the past few years speaks eloquently of the value of frequent and rapid transportation. While improved railway service on Mission Street has recently relieved traffic on the Market Street cable lines, it has also increased the importance of Mission Street as a retail shopping district.

"Property owners are moving aggressively in the direction of further improvements. Preparations are now under way to widen the Mission Street driveway by narrowing the sidewalks.

"The repaving of Mission Street now in contemplation will involve an immense outlay on the part of the United Railroads. . . . Upon the completion of this work improved Mission Street will present a splendid appearance and will represent the longest stretch of modern heavy traffic paving and up-to-date railway in the city."

Thank You

For material and pictures used in connection with the history of the Mission Street lines, our sincere appreciation goes to Geneva Motorman Lorin Silleman, Potrero Shopman Charles Smallwood, and former Market Street Photographer Harry Mentz.

Left: Valencia Street horse car No. 14, taken in the 1870's opposite the Palace Hotel. This was the first street railway in San Francisco and started operation in 1860. Right: Valencia Street cable car No. 3, in front of the 28th Street car barn, taken about 1904. In the background is the old Stanford Hall, long since torn down.

Over 150 shopmen, including 21 retired employees, attended the Eqiupment Department Reunion Banquet last month. Master of Ceremonies Robert P. Clarke introduced some talented performers including Bill Rushing with songs and guitar, Stanley Zak and his violin, impersonations by Charles Jauch, and the "Molder's Chorus" led by John Spittle. Other choristers were George Nolan, George Harrison, Bill Roddock, Al Leslie, Isaac Hind, Fred Harang and Frank McQuaid.

Sutro Division

We have an addition to our office force. We're glad to welcome Inspector *H. C. Bobben,* broken in by our old pal, *Roy Humes*. Hope you like it here, Bobbie. . . . *John Decker* asked the Shop Foreman for a new car because a window was out, so he thought. The foreman came back with a big grin. Come to find out, the window was so clean and new that Decker thought there wasn't any glass in it. Next time, John, push your finger against that certain space. . . . One of the gifts sent to your reporter was addressed "One sucker from another sucker." What was it? But natch! A big sucker. *Willdy Gazeaway* can do the darndest things, which really comes naturally, don't you think? We were also sorry to hear that he has been in bed with the flu. . . . Superintendent *A. J. Schirmer* has called our attention to the distinguished service record in war production achieved by Conductor *George Wuttke* during the war years. He was awarded a prize by the Maritime Commission for contributing seven valuable suggestions for speeding production in the plate shop at Richmond Yards. . . . It's really nice to have a Christmas party and especially when all your friends drop in. Perhaps yours truly is getting slightly sentimental, but over the holidays it's always understood. We really did have a lot of fun. . . . One of the best dispatchers we've ever known passed away New Year's Eve. All of *Walter Davis'* many friends will surely miss him. Our deepest sympathy is extended to his family

Garage Exhaust

With strains of Auld Lang Syne ringing somewhat discordantly, memory carried many of us back to the seasonal recitation by our revered *Walter Attridge* of " . . . 'twas Christmas Eve in the poorhouse." However, distribution of the awaited retroactive long green on Chrismas Eve brought forth no suggestion of disposal like the hero's immortal words of contempt for the plum pudding in Walter's woeful tale. . . . And so the M's had a very Merry Christmas and served a tasty lunch in good style too. . . Pappy man *Ed Amiot* and staff brought the spirit of Christmas to the innermost reaches of the Utah Deparment of bolts and nuts by arranging the beautifully ornamented tree atop the nerve center. . . . Through confidential sources we learn that *Rusty Reed* and *Bill Lucas* are busily engaged preparing decoys for allurement of a southbound flight of geese to their private slough at McAllister. . . . All the while favorable comments continue in the direction of Foreman *Charley Granola* for his brain-child, a remote brake control gismo used in student training. . . . 'Tis said that Foreman *Denny Joyce* and his stalwart staff are cornering the market for white overalls preparatory to moving into the new building at Ocean. One wag observed that "Now we can park our parkas"—corny but true. . . . The new wash rack at Ocean is a sizzler. A fellow didn't close his window and nigh drowned before his bus completed the watery course. . . . That twitch *Frank Scherzer* is developing comes from the fact inclement weather precludes strict adherence to the league schedule by the 24th Street Tigers. Frank bewails, "My team was hot. Now guys like *Johnny Bacigalupi* are getting too fat to reach grounders." . . . But Foreman *Lu Lofstedt* beams because the Bus Garage keglers are knocking the woods and the team is battling for top honors. Don't suppose that the addition of Foreman *Stan Arnold* and *Earl Rueter* hurt the team either

Office Employees Did Well on Sr. Exams

The Railway did itself proud on the Sr. clerical examinations. Following are the names of our employees in the order in which they passed on the lists:

Sr. Clerks: John Whitney, Lawrence Birnbaum, Carlotta Steele, Mary Ellen O'Connor, Joseph Beaumont, Adeline Svendsen, Rose Lewis, Alvina Gianeschi, Norman Morgan, Ruth Urbais, Richard Mangan, Ellison Perkins, Michael Sweeney, Mabel Edwards, Helen Berger, Tulia DeMorales, Alice Grant and Daniel Galvin.

Sr. Typist: Lawrence Birnbaum, Adeline Svendsen, Ellison Perkins, Helen Berger and Ruth Urbais.

Sr. Steno.: Adeline Svendsen, Ruth Urbais, Ellison Perkins, Ruth King and Clara Pereira.

Help Keep Traffic Moving Smoothly and Safely

San Francisco Police Traffic Officers have asked for the cooperation of all drivers in their campaign to promote a safe and even flow of traffic. Here's how we can help them out.

1. Don't weave from lane to lane. (You gain nothing and snarl traffic behind you.)

2. Don't turn unexpectedly. (Make sure the way is clear—be in proper lane and signal.)

3. Beware of your own sudden stops. (Give yourself room ahead.)

4. Give proper hand signal when turning out of loading zones. (Let the other fellow know what to expect.)

5. Observe traffic signs and signals. (It is dangerous to try to beat the signal.)

6. Be sure to clear the lane of traffic when you pull into loading zone. (Get close into the curb so other cars can get by; it protects your passengers as well.)

7. Give pedestrians and other drivers a break. (Wave 'em through and watch 'em smile—saves time, too.)

Geneva-Ocean Division

When the General Sign-Up was completed, the fellows who handled it and did sucha nice job started on their well-earned vacations. Operator *John Rosser* went to Portland, and Motorman *Henry McHenry* spent part of time working around his home. . . . Apologies to *Mrs. George Taylor,* and a correction is hereby made. The visitors at the Taylor's home are Mrs. Taylor's sister and her husband, who come from Oldham, England, and are planning on making their home here. . . . With his wedding planned for February 6th, a quick recovery is wished by all for Operator *Charles Long,* who is hospitalized with pneumonia. . . . Congratulations to Operator and Mrs. *Jim E. Daniels,* who had an addition to their family when a bouncing baby girl arrived, their second. Jim says he is still looking forward to having a boy in the family. . . . Brrrr! Could this cold weather have anything to do with the fishing excursions of Receiver *Jack (Ferdinand) Wehren,* who hasn't been talking much about fish these days. . . . When the new passes were given out, a great many of the retired old-timers came around, and we were all glad to see them. . . . Collector *Malcolm (Scotty) Kelso* was seen at the Cow Palace recently taking in a basketball double-header. There are a lot of stories about "Scotchmen" but that wasn't the reason you wore your uniform and even the registers, was it, Malcolm? . . . With this issue Geneva will have undergone another drastic change with the buses taking over the streetcar lines and the abolishment of the No. 40 line. Wih the four new car lines (J, K, L, M) a great many new faces came to Geneva and we welcome all of you.

Our Sister Utilities

Hearty congratulations go to *Daisy Schapiro, Isabel Barnard* and *Evelyn Webb* of 425 Mason Street and to *Gene Austad* of the Airport who made the list on the Sr. Ex's. . . . *Frances Miller,* our early bird of the library, lost a bout to the "Crafty Coryzas" (common cold, to you) and has been home a-mending. . . . *"Kiwi" Davenport* disported in the snows about Donner Pass on his vacation. He also got to Pasadena for the Roach Ball Game, he says. His "Ramblin' Rek" sure sounds like a hot rod since the muffler celebrated New Year's in one big blow-out. . . . *Alice Pinkham* wants to know what *Harry Archer's* got that she hasn't—he's always crashing Trolley Topics. Wealthy people can hire press agents, you know. You're in, Pinky, you're in! . . . Mrs. *Hetta George* is the Remington Rand representative in our midst cataloguing our seemingly bottomless library, bringing hors d'oeuvres out of chaos, or endives out of the archives. . . . *George "Tipless" Nakagaki,* who thinks nothing of slicing off a finger-tip, also went "bowling" to Pasadena. . . . *D. Devine,* that gay blade, puts out two bits for a sprig of mistletoe and reaps naught, while *Tim Daly,* sitting innocently on the sidelines, gets all the attention. What's the secret, Tim? . . . *James Manning* enjoyed a fast trip to Vancouver. . . . The lads were berating *Nick Labash* because the pay checks were late. After repeated questions as to where the checks were, Nick finally retorted truthfully, "On my suit."

Human nature being what it is, people are ordinarily more prone to criticize than to praise. Railway employees some times feel that "passengers will complain about anything." It does happen all too often that an irritable pasenger will berate the platform man for circumstances that are beyond his control. On the other hand, there are many instances when passengers are more than justified in their complaints. Here are some cases reported by our patrons of inexcusable discourtesy or negligence on the part of some employees:

"The inbound No. 4 bus stopped to let four girls get out; the operator closed the doors quickly and passed up three ladies who were waiting in the rain. Thse women walked over to California Street and took a cable car."

"An elderly woman went to step down from the main part of the 'N' car to get off. The conductor bawled her out and told her he 'had a schedule to make.' He started the car before passengers were safely off and in one instance a woman's dress was caught in the gate."

"The driver of the No. 2 coach turned back at 43rd Avenue. Passengers were dumped out with the words, 'Wait for the next bus or walk.' "

"I was traveling inbound on a Market Street bus. The traffic signal held us on the near side of First Street, and the operator wanted me to get off. I insisted that he stop at the regular bus zone, and he told me, 'If you don't like it, you better get out of town.' "

"In the crowd the woman's transfer was torn in two, and the operator would not accept it. He refused to move the bus until he received another fare. Some of the passengers got off and transferred to another bus. Several offered to pay for her, but the operator said, 'No, she's got to pay it.' "

It is unfortunate for the many conscientious and kindly employees of the Railway that a few instances of extreme discourtesy can affect the attitude of the public so strongly. Every employee, whether he is at fault or not, suffers from the antagonism aroused. It takes a lot of good deeds to compensate for the inconsiderate actions of a few individuals.

Office Chitchat

Dreary December has given way to "Gee, it's cold" January, and things around the office are "duller than a British Sunday." No vacations; parties all over; practically nothing doing but the monotonous Monday meanderings of the bowling gang. Few of the pin-splatterers have been doing anything spectacular; *"Wonderful" Farrell* seems to be the lone exception. Ray is steadier than Citation these "blew" Mondays, having gone 17 frames without an open the last time out, and scoring a good 516. . . . The *Donald Mazzoni's* were awakened recently in the middle of the night by the crackling of flames next door. Mr. Mazzoni aroused occupants of the burning building and called the Fire Department, averting what could have turned out to be a serious disaster. And our hero didn't even get his name in the paper! . . . A December vacation trip took *Adele Davidson* to the Grand Canyon, Mexico, Palm Springs and various other colorful spots. . . . The holiday season was saddened by the deaths of four well-loved friends: *Esther Brosamle* of the Leave Department; *William "Scotty" Butcher*, former Money Room clerk and messenger; *Walter Davis*, Dispatcher at 24th Street; and *Jerry Lynch*, formerly of the Geary offices. Our sincere condolences go to the families.

Railway Men Contribute Many Valuable Ideas

Suggestions for Railway improvements continue to arrive at the office of Paul J. Fanning, Director Bureau of Personnel & Safety.

Conductor Odin Hoy of Potrero Division submitted a proposal for changing the position of the bell cord in conformity with the relocation of fare boxes on some street cars.

Operator Mike Carpine of McAllister forwarded a suggestion for the installation of a traffic control signal at a particular intersection.

Inspector Fred Pfeifer warned against dangerous practices of motormen on certain lines.

Geary Motorman John E. Goehler contributed a number of suggestions relating to rerouting of cars, windshield wipers and sanders, signs at skip stops, and several others.

Motorman Emil A. Gonzales of Utah suggested installation of a warning stop light at the rear end of street cars.

Operator Freddie Brown of Ocean offered a plan to eliminate certain hazards on the new Mission Street bus routes.

The ideas received are all thoroughly studied by management, and many of them have proved to be very helpful. Employees in all departments are urged to send in their suggestions concerning any phase of Railway service. Address them to Mr. Fanning at Potrero carhouse, 2500 Mariposa Street.

Trolley Topics

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Track Department

After 47 years of service with the Railway, *Clarence McMullen*, Chauffeur, retired as of January 1st. "Mac" started his employment with the Railway as a teamster in 1901 handling a team of 16 horses that performed all the heavy hauling done at that time. His many friends wish him good luck in his life of ease. . . . Among the old-timers visiting the office and wishing all their friends a Happy New Year were *Frank Sheehan, W. D. Chamberlin, Peter Cuddyre, John Jamison* and *Alfred James*. . . . With the New Year came the cold spell and many members of the department on the sick list. We are glad to see those who have recovered back on the job and hope those still off will be on their feet soon. . . . On behalf of the department we wish to extend to all a Happy and Prosperous New Year.

A. J. Kritscher, Specifications Engineer, points out the latest features of the new General Electric equipped Marmon-Herrington trackless trolley coaches to Instructors William McRobbie, Martin Wormuth and Vincent Senatore. This is one of 20 new trolley coaches which arrived recently for service on the No. 22 Fillmore Street line.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
4 FEBRUARY, 1949 Number 2

Free Training Program Offered to Railway Men by School Department

An opportunity to study the fundamental methods of transit operation is being offered to every Muncipal Railway employee through the new Transit Fleet Training program now in progress at Potrero carhouse. This course, which gives every man a chance to perfect himself at his present job and to prepare for possible promotion, has been made available without cost through our Bureau of Personnel and Safety in cooperation with the San Francisco Board of Education.

The program will consist of both classroom instruction and road training. Classes will be enlivened by the use of moving pictures and the demonstration of psycho-physical testing devices which are being furnished by the school board. Students will learn the latest techniques of driver selection and training and will receive specific instruction on Railway rules, care of equipment, report forms, etc. Provisions of the State Vehicle Code, Public Utilities Code and San Francisco Traffic Code will be studied. These are all subjects which are covered extensively in promotional examinations.

The road training unit of the course will give every driver an opportunity to check his skill at all driving maneuvers (starting, stopping, turning, backing, etc.) and to correct any possible driving faults.

The program has been heartily endorsed by Utilities Manager James H. Turner and by Railway Manager William H. Scott. Personnel Director Paul J. Fanning, who introduced the plan, expects that benefits will be shared by employees and management and by the public as well. "The potentialities of a well-organized plan for Transit Fleet Training and its possible impact on the general traffic situation will make it well worth the combined efforts of management and employees," Mr. Fanning stated.

The program was compiled by Joseph M. Galvin of the Board of Education and approved by O. D. Adams, Assistant Superintendent of Schools, Adult and Vocational Education.

William D. Ratto aided materially in perfecting the training plan. W. J. McDevitt, William McRobbie and Martin Wormuth have been assigned as instructors for the course.

Classes are being offered at 8:00, 10:00, 12:00, 2:00 and 7:00 o'clock daily Monday through Friday. Credit for each unit covered will be made on the record card of all personnel attending.

DON'T MISS THIS OPPORTUNITY. It's not too late to register. Get your application blank at your Dispatcher's Office and sign up for this valuable training course.

On Our Cover

The School Board has furnished some interesting and expensive equipment for use in connection with the new Fleet Training program. In the upper picture Joseph M. Galvin of the Board of Education and William D. Ratto of Accident Prevention inspect the 16 mm. movie projector which will be used for classroom instruction. Below, Vincent Senatore and William McRobbie demonstrate the vision testing apparatus, one of a number of psycho-physical testing devices provided by the School Department.

Students who attend the training classes at Potrero carhouse find the testing equipment of particular interest. Here Vincent Senatore takes the "steadiness" test while Clarence Lahey checks his score.

New Commissioners Appointed by Mayor

Edward B. Baron, Marina district theatre owner, and Donald A. Cameron, real estate and insurance executive, have been appointed to the Public Utilities Commission by Mayor Elmer E. Robinson.

Both men have been active in civic affairs. Mr. Baron resigned from the Board of Permit Appeals to accept his new post. Mr. Cameron was foreman of the 1946 grand jury; he is a member of the Real Estate Board and of the Board of Governors of the Civic League of Improvement Clubs.

The new Commissioners succeed Lloyd Ackerman and Thomas G. Plant, who resigned recently.

Potrero Division

We wish at this time to send greetings to *A. M. Speckman, O. L. Bradley* and *John Delury*, who have been on the sick list for some time. We understand they are all progressing favorably and hope they will be back on the job real soon. . . . A certain operator at this division parked his car and on return discovered he had thrown the keys away by mistake. He called a locksmith and had a new key made, and then found it did not fit after the locksmith had gone. He and his wife had to wait in the car for three hours for the locksmith's return. Ask Operator *Willie Weiland* for further information. . . . That cloud of smoke you see in the gilley room is none other than Operator *R. L. Boraine* and his favorite pipe. . . . By the time this issue is published, Operator *H. E Seward* hopes to be a proud father. Harry says the suspense is simply terrible. . . . That wavy red-haired, smiling operator that passengers admire so much on the 41 line is none other than *George E. Furlong*. . . . The new trolley coaches on the 22 line are going over with a bang. Keep up the good work, boys. . . . If Inspector *Duke Wormuth* looks a bit weary these mornings, blame it on the new baby boy. Duke says the baby has a perfect set of lungs, and he likes to exercise them. . . . Superintendent *W. R. Mason* has become a grandpappy for the second time; we think he must be the youngest grandfather on the Railway. Any contenders?

Modernization Program Has Moved Smoothly and Speedily in Past Year

With the inauguration of trolley coach service on Fillmore Street and the conversion of the Mission Street lines to motor coach on January 15th, the Railway has passed another major milestone of its modernization program.

The achievements during the period since bond funds were made available have been accomplished so smoothly that few people realize what a tremendous amount of effort has gone into the program. Every change must be mapped out in detail by our engineers; specifications for equipment and construction work are drawn up long in advance of the actual installation; schedules must be planned; operating personnel must be trained for new duties; maintenance facilities and personnel must be provided; there are hundreds of details that go with each change, and not one of them can be overlooked if the conversion is to be accomplished with a minimum of confusion.

Lines Converted

Thus far in the modernization program, there have been nine complete and two partial conversions from street car to motor coach. These include the 5 and 21 on June 6th; the 6 and 7 on July 4th; the 22, 25, 3 (partial) and 4 (partial) on August 4th; and the 9, 11 and 14 on January 15th. The 22 line was converted to trackless trolley operation on January 15th, and the 40 line was abandoned on that date.

Equipment

The motor coach fleet has been increased by the addition of 259 new 44-passenger coaches during 1948, bringing the total number of buses to 499. Also 44 new trolley coaches and 10 PCC cars were received during the year. There are 170 more trolley coaches on order to be received before July 1st, which will bring the trolley coach fleet to a total of 248. No additional street cars will be purchased due to prohibitively high cost, but a number of the present cars will be remodeled and continued in service.

Carhouses, Garages and Equipment

The new Ocean bus yard was put in service on August 1st. During the year the huge yard has been graded and paved; bus pits have been constructed;

On January 15th two major changes took place: the Mission Street car lines were converted to buses and the Fillmore Street line was converted to trolley coach. Upper picture shows buses in service on Mission Street; lower picture shows the group of Fillmore Street merchants and Railway executives who accompanied the No. 22 trolley coach on its test run.

the Gas Dispensary unit and pump house have been completed; a modern wash rack has been installed; and construction on the main service building is well under way.

Considerable improvements were made at the 24th Street Garage, including floor paving, illumination and the addition of repair equipment.

The McAllister carhouse was remodeled to serve as a bus yard. Inspection pits and gas pumps were installed and part of the yard was paved. Most of the old building was torn down, and only a small portion used for offices remains.

Geary Street carhouse has already undergone considerable remodeling, and more extensive alterations are planned. Land adjacent to Geary carhouse has been purchased for use in connection with the new garage at this location.

The contract has been awarded for the remodeling of Potrero carhouse for trolley coach service, and the work is already under way.

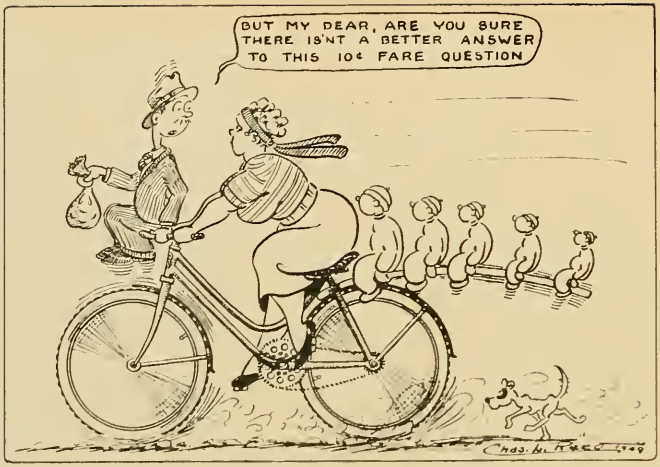
Plans have been submitted for the new million dollar General Shop at Elkton.

Overhead Construction

Installation of overhead for the 22 line was completed and the line put in operation on January 15th. Work is under way on the 5 and 21 lines, and will be started soon on the 6, 7 and 8 lines. These trackless trolley lines are scheduled to start operation on July 1st.

Track Reconstruction

Principal items of track construction were the replacement of inner tracks on Market Street from Eddy to Valencia, and the replacement and relocation of tracks on Geary Street from Broderick to Masonic. Other smaller jobs were completed at various locations.



Our Sister Utilities

The survivors of that rugged November 27th examination day are on needles and pins; the results of that morn (or is it mourn?) of travail are expected to be posted within three weeks by the Civil Service Commission. Line for resignations, retirement, indefinite leave, etc., forms on the right. . . . *Arnold Goobich* returned to his "Lode" Program after a slight siege He'd just got himself geared to the fierce weather when it turned for the good and threw him. . . . *"Snow-Bird" Davenport* betook himself and Model "A" off to the hills and the fluffy stuff. All the snow plows and other road-clearing apparati (what's the plural of asparagus?) had been shifted out of the sector chosen by our pioneering rugged individualist The Air Corps admitted the problem stumped 'em, so it's up to the de Young museum to foster posterity's education by retrieving the antique . . . *Larry Archer* is recovering rapidly from an emergency appendectomy *Virginia Tobias* is now almost all back after her recent illness. . . . *Anita Riordan* has transferred to the Mayor's Office as a Steno. . . . We welcome Electrical Engineer *Victor Hauck* to our midst He's a survivor of a year on Guam, and he didn't have to pay taxes on it, either, lads. . . *Jim Mellon, Jr.* will soon desert us for the climes and climbs of the U C campus *Dick Davenport* blew a couple of fuses the other night and broke up three union meetings The members blew their tops also!

Office Chitchat

The calls for the Railway's five senior clerical positions have been duly filled. We have two newcomers in our midst: *Sydney Abbot*, formerly of Public Welfare, accepted a Sr. Typist place in *Paul Fraser's* office, and *Albion Nixon*, from the Water Department, took over the same classification in *John Lyons'* department. *Jim Kavanaugh* returns to the Railway from the Airport as a Sr. Clerk. *Joe Beaumont* and *John Whitney* got the other two Sr. Clerk spots with the Muni. . . . *Laurence Burnham* of the Garage Stores office went to the Registrar's as a Sr Clerk; he has been replaced by *Michael Conroy* . . . We have a new "dispatch rider" also. Smiling *Pat Dorn* is the latest lad who will carry the koppie through all kinds of weather, breasting the breezes on that motor that wheezes. . . . All *Eddie Anita's* old friends are glad to see him at the Geary offices once more . . . Those two countrymen, *Angelo Landi* and *Ren DeLuca*, have both been in the hospital—and after all their jibes about the stamina of the Irish! . . . There are some new faces at Geneva offices *Marie "Madge" O'Reilly* has joined the Leave Department and *Paul Carr* has been added to the Timekeeping staff Incidentally, Geneva Timekeeping had a "split up." The two platform rolls are now being handled upstairs by *Eulalie McVean* and her crew (*Laura Rae, Florence Kane, Paul Carr, Mike dePineda* and *Tom Anthony*) while *Joe Beaumont* heads the downstairs group (*Ted Green, Bert Clarke* and *Don Carlson*), who work on the shops and custodial rolls

"Professional" Driver Makes Allowances for Less Expert "Amateurs"

If everyone knew and followed the rules for safe driving, none of us would have to worry about accidents. The trouble is that even if we ourselves are cautious, there are all too many drivers on the street who are NOT careful and who may involve us in an accident.

That's where the "professional" driver can demonstrate his ability. He has learned what is called "defensive driving." He relizes that heeding every traffic regulation and safety rule fulfills only part of his responsibility; beyond that he must be prepared to compensate for the recklessness of "amateur" drivers.

"Defensive driving" takes something special in the way of skill, alertness and concentration. The driver must be prepared for any of the dozens of accident-producing situations that may spring up at any time. He is always conscious that the vehicle ahead may stop suddenly, that the automobile at the curb may pull out without warning, that the driver passing him on his left may decide to make a right-hand turn. The defensive driver is not only seeking to eliminate CHARGEABLE accidents; he plans to avoid the NON-CHARGEABLE ones as well.

With practice, the use of forethought becomes second nature. The driver recognizes the factors which may result in a dongerous situation and applies preventive measores before the danger actually evolves.

Many of oor Municipal Railway operators have learned the art of defensive driving. Mnay other can graduate into this class if they want to apply themselves. It's not easy. It takes a lot of self-discipline. And not only for one day, but for every day in the year.

But the rewards are very satisfying. It's a great feeling to know that by your EXTRA caution you're helping to avoid a possible tragedy caused by some driver who may not be as well-trained as you are.

"I hate the chap who tries to beat the traffic light; but if he happens to be me—why that's quite all right

I loathe the car that in a jam turns out and in, but if I'm sitting at the wheel I slyly grin

At drivers who lean on their horns, I rave and shout, but when some fool gets in my way I honk him out

I grow indignant at the chance another takes, but I drive 60 miles an hour and trust my brakes

I wonder, is it possible they cannot see that traffic laws were made for them and not for me?"

—ACCELERATOR

Operating Personnel are the Show Windows of Transit System

"Operating personnel (all classifications) in the field are in the spotlight every minute of every working day. Our personnel and rolling stock are the show windows of our transit system. You are therefore asked to make an earnest endeavor as 'Salesmen of Transportation' to:

"1. Report for duty spick and span.

"2. Use a pleasant, friendly tone when making requests to patrons to move to rear of coach and to leave by center exit door of coach, or to move inside your car. Don't fail to say 'Please' or 'Thank You'.

"3. When you extend a courtesy to a hurrying patron or to one who is slow in alighting, do so willingly and gladly. If you are thanked, a pleasant response such as 'It's a pleasure' will add to your own and your transit system's good name. You will thus raise the standard of your profession in the eyes of the traveling public.

"4. For 1949 earnestly resolve at all times and under all circumstances to discharge your duties and responsibilities with

SAFETY - SERVICE - COURTESY."

D. C. ORMSBY
General Supt. of Transportation

Washington-Mason Division

Big smiles and much joy are in order around these diggings as gold has been discovered in these here hills. We mean the arrival of the long awaited back pay checks. The main topic of the day is, "How much did you get?" It seems that there will be a lot of new vacation gear purchased as well as home appliances added to our possessions. . . . Speaking of vacations, some of the early birds of this division are *James Medaxian, George Crocker, A. Rockwell, Doyle Helms,* and *Spike Boyd.* These boys for some reason of their own jumped the gun and were off to an early start, but it's a long wait for the next vacation. . . . Our genial friend, *Tom Hutchins,* is still on the sick list, and we wish him a speedy recovery. . . . We wish to report that *Jim Buskirk's* new country home is progressing nicely as *Tom Li, E. S. Evans,* and some of the boys can testify. Anyone who feels like doing a litle digging or wants a taste of country air, just see Jim and he will tell you how to get it.

Several hundred men who took the Inspectors' examination last month are waiting eagerly for the results to be announced. Here Jack Watson of Sutro and John Keough of Geary, enact a typical pre-examination scene with 'rithmetic and Rule Book getting some heavy concentration.

MUNICIPAL RAILWAY LINE NUMBERS AND DESIGNATIONS

On February 1, 1949, certain line numbers were changed to eliminate duplications existing since consolidation. Following is a list of present official numbers and designations. The list may be clipped for future reference if desired.

Street Cars

Geneva Division
- J Church
- K Ingleside
- L Taraval
- *M Ocean View

Geary Division
- B Geary
- F Stockton
- **H Potrero
- N Judah
- 8 Castro

Sutro Division
- *1 Sutter
- *2 Clement
- ***3 Sutter
- *31 Balboa
- *C California
- *D Van Ness

Trolley Coaches

Potrero Division
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard

Cable Cars

Washington-Mason Division
- 59 Powell
- 60 Washington

Motor Coaches

Utah Division
- 15 Third
- 19 Polk
- 20 Ellis
- 24 Divisadero
- 25 Bryant
- 32 Embarcadero
- 35 Eureka
- 42 Evans
- 53 So. Heights
- 54 Army
- 55 Clay
- 57 Candlestick
- **H Potrero

McAllister Division
- 3 Jackson
- 4 Sacramento
- 5 McAllister
- 6 Masonic
- 7 Haight
- 21 Hayes
- 43 Roosevelt
- * 1 Sutter
- * 2 Clement
- *31 Balboa
- * C California
- * D Van Ness
- ****75 Legion of Honor

Ocean Division
- 9 Richland
- 10 Monterey
- 11 Hoffman
- 14 Mission
- 16 Noriega
- 17 Park Merced
- 18 Sloat
- 23 Crescent
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Visitacion
- 34 Marina
- 36 Miraloma
- 37 Corbett
- 38 Portola
- 39 Coit
- 44 Sansome
- 50 Geneva
- 51 Silver
- 52 Excelsior
- *M Ocean View

* *Motor coach service nights and all day on Sundays and holidays.*

** *Motor coach service on "Owl" runs.*

*** *Does not operate nights, Sundays or holidays—service provided by No. 1 and 2 lines.*

**** *Operates Saturdays and Sundays only.*

Line Department

The retirement of *Dave Whelan* as General Foreman of the Line Department is no longer news; protege *Brad Smith* is already acting in his place. But what can you say in a few words to blend the many facets of his regime. It is safe to say that he will be missed.

Dave is the sort of man who rapidly becomes a legend. Some say that on cold mornings he used to have a foreman, raw, for breakfast. Many times we have seen members of the Line Department erupting like scattered quail from his gilley room stronghold, yet when the going was tough or a friendly hand needed, there was no one quicker than the General Foreman.

The Little Giant, as he was surreptitiously called, demanded perfection in all things. He slashed red tape with a lavish hand. To a crumbling electrical system, held together largely with friction tape and trolley rope, he brought the high speed frog and the dry splice. It was he who first conceived the Crosby Connector as an electrical connection. At his peak he might be compared with Napoleon in his strategic use of materials.

But as the old lines began to come down, making way for swifter, more modern transportation, some of the fire seemed to go out of the Little Giant. And as more and more followed suit, he seemed to fade like a fond parent who sees his children grow up and leave. When they killed Mission Street and the Sub-Line, his resignation became complete; that was his favorite.

No, we won't forget Dave Whelan in the Line Department. And though he was small in stature, he leaves a large pair of shoes to be filled.

Railway Conversion Schedule*

June	6, 1948	lines 5 and 21 to motor coach
July	4, 1948	lines 6 and 7 to motor coach
Aug.	1, 1948	lines 22, 25, 3 (partial) and 4 (partial) to motor coach
Jan.	15, 1949	lines 9, 11 and 14 to motor coach
		line 22 to trackless trolley
		line 40 abandoned
July	1, 1949	lines 5, 6, 7 (partial) 8 and 21 to trolley coach
		lines 1, 2, 3 and C to motor coach
Dec.	1, 1949	line 9 to trolley coach
		line H to motor coach
		line D to be abandoned
Jan.	1, 1950	lines 1, 3 and C to trolley coach
		line F to motor coach
May	1, 1950	line H to trolley coach
June	15, 1950	line 31 to motor coach

*Schedule for future subject to adjustment as conditions develop.

Shop Notes

Malachy Healy, Sutro Car Cleaner who was seriously injured in an automobile accident some months ago and is still in the hospital, was retired on February 1st after over 25 years with the Railway. We all hope he'll have lots of luck and happiness to make up for what he has suffered. . . . Best wishes also go to *George Coulman*, Geary Sr. ERSM, who retired January 1st after serving the Railway since 1915, and to *Samuel Chamberlain*, Geneva ERSM, who will retire on March 1st with 10 years of service to his credit. . . . *George A. Matulich*, Operating Engineer in the Cable Machinery department, became a father for the first time on January 8th. It's a boy — name is Frank William. . . . *Joe Bordin*, Subforeman ERSM at Elkton, suffered a hand injury and has been off for several weeks. . . . Motive Power Superintendent *Fred Cook* is studying up to be a baby-sitter. His daughter and son-in-law and their two children will be visiting him from New York, and Fred plans to spend some evenings getting acquainted with the youngsters while their parents do the town.

Garage Exhaust

Approaching completion of Motor Coach service, storage and repair facilities at Ocean Division has all hands drooling. That's quite a plant they're building and compares favorably with anything of its kind. . . . Guys are still reminiscent of events at last month's Equipment Department dinner honoring the old-timers. . . . Seems like a rumbling noise was heard during the assemblage and reputedly caused by Lon Chaney whirling in his grave with raging envy of the steller performance of our man of a million faces, Garageman *Charley Jauch*. He looked pretty too, wearing those water wings. And where did he get them? . . . Our *Jake DeGroot*, the man with a golden throat and teeth to match, avers that "Without a Song" will be sprung in a different key next time cause he got a shiney new black book for Xmas. . . . We miss *Dub Crowder* and are sincerely hoping for his speedy recovery. *Bob White* mended from his spinal complications but according to a recent accident report needs two front teeth. Maybe next Xmas.

Seems like our Junior Foreman *Irving Fenton* has his troubles too, but ably copes with them . . . *Barney Nobel* added a new pair of art objects to his favorite spot which once was viewed approvingly by Col. Bingham of New York. Barney says he isn't fickle, just needs a change of scenery. Doesn't even have time to dream. . . . This column closes with a sincere expression of sympathy to *Mario Ghielfo* in his sorrow.

The new bus wash rack at Ocean Division provides a spectacular and thorough bath. The bus at left is about to enter the first spray unit. As it moves into the center section, men with long-handled brushes go to work on windows and any other places that need special scrubbing. The powerful spray and revolving brush at right complete the beauty treatment.

1 2 3 4

Trolley Topics

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Bureau of Engineering

Three new members were added recently to our ever-growing Engineering Department. They are Architect *Francis Chinn*, who is assisting our able Architect *Charles F. Maury*. The other two, *Ted Chung* and *William Paulk*, are Electrical men and are working in conjunction with the overhead bus trolley installation under the whip of *Jack (Heads) Woods*. . . . The Engineering force is at present busily engaged in various projects to increase facilities for servicing and storing of trolley buses. The work at hand is the design of Presidio Avenue Yard, which upon completion will extend north of the present Geary carhouse, bounded by Presidio and Euclid Avenues. . . . *Elmer Dini* and *William Merritt* are two of our co-workers who recently have purchased homes for their families. . . . Never knew a little auto radio could be a cause for feudin'. *Barrister (McTavish) Davies* bought this set from *Lefty (McTavish) Smythe*. Difference of opinion on price: $5.00. Result: dagger looks between them and perennial silence. . . . Handsome *"Angus" Porter*, the man that juggles B.T.U.'s, is leaving the organization shortly to return to school in quest of that sheepskin.

The conversion of street car lines to buses and the renumbering of various lines on February 1st brought much activity to the Paint Shop where new overhead roller signs were prepared. (1) Arthur Zimmer and William Murphee spread paint over screen as General Foreman Oscar Larson looks on. (2) After paint has been spread, Murphee lifts screens as Zimmer cuts roll of sign cloth. Larson and James Leary are in background. (3) Sign is taken in to drying rack by Heinie Rist (almost hidden by screen) and Rudy Rusz. (4) James Leary, Sam Stivala and Bob Tweed hang signs up to dry.

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Sutro Division

Congrats are in order for *William Sutton*. While he was on vacation (quite conveniently), he became the proud papa of a nine pound baby girl. Maybe the stork has been overworked lately, but another very proud papa was *Jim Maughm*. This is his fourth, and it was a boy at long last. He passed out more than cee-gars too! When *Herb Lyons* was told, he turned to Jim and said quite seriously, "Give me the recipe!" Which left yours truly quite speechless (for once!) but not without a pinkish tinge in complexion. . . . *Hal Crawford* and *Joe Slevin* miss *Al Strelesky* as much as the rest of the office force, if not more. We all hope Al will be back soon. The favors he has done for all of us are too numerous to mention. . . . *Roy Humes* is back off the sick list and glad to be back, as he puts it. It is better for him to pick up his strength in the office anyway. Considering the weather these days, how much nicer it really is! . . . *Harry Franklin* tried very hard to keep his birthday a secret, but moider will out. When our honorable *Papa Schirmer* found out, then—poor Mr. Franklin was in a bad corner. . . . A Receiver's dream comes true: the tokens take a walk-out powder and the dimes start to come in, and aren't they the prettiest things you ever saw?

Geneva-Ocean Division

We are happy to report that Operator *Charlie Long* is out of the hospital and back on the job. By this issue Charlie should be happily married as wedding plans were made for the early part of February. . . . Operator *Lloyd Smith* is known to the school kids he carries as "Pop." . . . Operator *Jack Regan* recently turned in his car for a later model Pontiac; this wouldn't be the "deep freeze unit" you promised the missus, would it, Jack? . . . The price of meat is high these days, but would that have anything to do with Motorman *Roy Zetterholm*, who is back on the job after trying out the butcher business? . . . If you want an intelligent conversation with Receiver *Jack* "What am I offered" *Wehren*, talk with him while he is asleep, says Mrs. Wehren! . . . Congratulations to Conductor and Mrs. *Harry Carr*, who were recently married. . . . Starter *Warren Jester* is sporting a new cap these days while on duty—it's very becoming, Warren! . . . Conductor *Henry Ruffoni* claimed that the black eye he had recently was caused by a piece of wood though he wouldn't say who had hold of the other end. . . . A welcome is extended to Inspector *Leonard Hunt* and Receivers *Bob Smith*, *H. McCarthy* and *V. Putney*, who came to this Division with the many changes in January. . . *Don K. Stevenson*, who has been with the Railway since 1907, took out Car 1233 when he was first assigned to Geneva Division and also took out Car 1233 on its last trip on January 15th.

The architect's sketch shows how Potrero carhouse will look after it is converted to service trolley coaches. Work has already been started on the main shops, which are located in the lower level of the building. The accordion doors (right center) allow easy access from the yard to the shops.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

The first of 90 new Twin trolley coaches arrived last month and was taken to Mariposa Yard where it has been inspected, officially and unofficially, by scores of Railway employees. In this picture, taken a few minutes after the coach was pulled into Potrero Yard, Shopmen P. L. Dumont and E. G. Freeman are removing the drawbar by which it was towed.

Bureau of Engineering

We are represented again when new cars are being shown. *Robert (Bachelor) Collins,* the wizard of circuits, has just purchased a new Pontiac sedan with all the trimmings. Whew! How can people afford such expensive luxuries? . . . Seeking change of scenery and stalagmites, *A. P. Malley,* our Mechanical Prodigy, arranged a quicky trip to inspect the wonders of Carlsbad Caves in New Mexico. Telling of the natural awe-inspring rock formations that hang from the zenith of caves, he commented that it was a sight that cannot be overlooked. However your reporter has seen the same formations by going only 200 steps from his desk. They were in evidence suspended from the Geary Car House ceiling under the car washrack. Seems that the constant washing of streets cars (attention, Mr. Jenkins!) above has dissolved the silica content of concrete and has formed stalactites similar to those which Mr. Malley traveled 1500 miles to see. . . . For the past several weeks there has been a lot of cramming in evidence around the office. The boys were studying for examinations that were held recently. We all wish them luck and high passing marks so that they can fill their present positions through a permanent civil service list. . . . *Charlie (What a Male Carrot Head) Reed,* the Van Gogh of our Railway, has been doing his bit for the government as a juror for the Federal Court. He complains that juror's pay is very meager and very hard to collect.

Office Chitchat

Led by "David" *Lloyd Imeldi,* the lowly, last-place Greens walloped the league-leading Railway Shops three to nothing and toppled them out of first place in the Muni Bowling League. The Greens' triumph was the biggest upset since Goliath took the rock on the noggin. *Bill McCabe* contributed a healthy 500 to the cause; *Leo Burns* with 442 and *Con O'Brien* with 440 also performed handily. *"Flash" Hastings,* the other member of the peerless "phive" was at home on call, so he couldn't get his whacks. *Angelo Landi,* "the mighty Itie," continued his terrific pace against the Engineers, massaging the maples for a cool 539 series. . . . *Norah Porter,* formerly of the Board of Education, is our new Sr. Steno and works at the Potrero offices. . . . Glad to see *Bernice Joff* back on the job again after her illness . . . To the many friends who have inquired about *Jim Byrnes,* he has been back for some time and is as full of ginger as ever . . . The single gals at Geary are not discouraged because Leap Year is over; they operate by the Chinese calendar and the Chinese Leap Year is still going strong, so they say. . . . *Richard Denebeg,* former Geary motorman, is giving *Moe Stern* a hand with the supplies these days replacing *Richard Brown,* who is ill. . . . *Bill Eisele* of Schedules returned from a trip to Los Angeles and insists he did not get married down there. . . . Oh happy day! That's June 5th when the Annual Office picnic will take place. *Eddie Anata* is trying out his barbecue sauce recipes already and is prepared to make a big impression as head chef.

February Lowest Accident Month Since Consolidation

The Railway had fewer accidents during the month of February than at any time since consolidation. We had 592 accidents during February, 1949, as compared to 1006 accidents during the same month in 1945, 888 in 1946, 817 in 1947 and 711 in 1948.

This remarkable decrease should be a source of pride to every employee of the Railway. Following are the divisions in the order in which they contributed to the fine record set last month:

Division	No. of Accidents	Hours per Accident
Geneva	36	712
Ocean	117	511
Utah	93	479
McAllister	85	456
Geary	86	437
Sutro	59	330
Potrero	82	284
Mason	34	184

On Our Cover

"Smooth" both in appearance and performance are the men who are pictured on our cover. At upper left, R. H. Simpkins, Lee Falls and John Tomola of Ocean Division grin appreciatively as Superintendent J. E. McDevitt reads commendatory press clippings which reveal the excellent impression they have made on the public. Upper right, Operator R. P. Belluomini takes over trolley coach from L. H. Vezzali; the immaculate appearance of these Potrero men has impressed many observers. Lower left, Gene McIsaac and John T. Rogers of Utah discuss the news of the day on the "sun deck" of the carhouse, efficiency and good grooming go hand in hand with these men. Lower right, McAllister Operator R. C. Aragon turns in money tray to Clarence Sweet in the Dispatcher's Office. Operator Aragon has received many commendatory leters for unusual courtesies and trim appearance.

Sutro Division

Motorman *Antonio Stefani* really should be complimented for his quick thinking and foresight. Usually he is very quiet and soft-spoken. You don't even know he is around. But when two little tots (year and a half old) ran pfft—in front of his car, he stopped the car so suddenly he almost swept himself off his feet. The tots, fortunately, were just scratched. . . Our Congratulations! The stork landed again in *B. Marcello's* house on February 7th. It's another boy. . . . We have noticed lately a great deal of vim, vigor and vitality displayed in the person of Conductor *Harvey Emge*. When anyone has that certain look in his eyes, you wonder—and sure enough, you were right. Conductor Emge took that fatal step (as some experienced fellows would put it) and up and got married to *Elva M. Waters* on February 27th. Good luck and congratulations to both of you. . . . We were sorry to hear *Harry Barron's* wife passed away very suddenly Monday, February 14th. . . . Many of the fellows were glad to have our regular night dispatcher back with us again. And I won't mention any names either. Now everything seems under control, so we'll try and leave it that way.

Our Sister Utilities

Seems as though the atmosphere will never clear up. The lads were cowering under the threat of the impending exams and now that they're all over, they're cowering over the results. . . . Ask *Harry Archer* when he's going to Palace Hardware again. Then duck quick! . . . *Dick Davenport*, our fly-boy, has flown from our midst. We'll miss Dick, the life of the party. . . . *Willie Tong* couldn't stand the impact of impending paternity and has been off the past few days. . . . Let *Bill Gardella* tell you which side of the highway that last leg was on. . . . *Elsa Pollock* has left the seventh floor and *Bernice Hogan* is now on the job. . . . Anyone interested in deep-sea trips or marlin fishing on Lake Merritt, see *Dan Lucey* at the Geary carbarn. Bring your own propellor. . . . Condolences to *Henry Lee* on the loss of his father, sire of a large and learned clan. . . . Welcome to *Wharton Lowell* in Hetch Hetchy Accounting. . . . We understand that *Tim Daly*, whose taste for entertainment formerly ran to the Kit-Kat Club, is now becoming very interested in the opera.

Geary Division

Our heartfelt sympathy is extended to the family of Conductor *R. C. Brown*, who was killed in a tragic accident. . . . Our soft-spoken blacksmith, *A. J. Spinner*, was missing for a few days and our ace detective was put on the trail; he found that Alex took a trip to Reno and "dood it." . . . Best of luck to Conductor *W. H. Arata*, who retired on March 1st. . . . It is possible that Motorman *W. Moyle* can explain to Motorman *G. Latta* just why he did not get 6B on the last Sign-Up. . . . Conductor *Mike Flaherty* and Motorman *Frank Dunne* signed on 17B. Now they can go fishing on their day off. . . . FAMOUS SAYINGS: Conductor *L. E. Rice*—"Can I get off the last half?" Motorman *C. E. Wickett*—"Can I have Saturday off?" Motorman *T. J. Corcoran*—"Please mark me off Saturday." Collector *J. P. Sullivan*—"Got any good ones?" Motorman *L. G. Bacigalupi*—"When are we going fishing?" Conductor *Harold Curry*—"Can I have a collect job with this run?" Conductor *L. Daigle*—"Hi, 'Dispatch.'" . . . Condctor *Con* O'Leary is planning a trip to Ireland in May and is going to take *John Mahoney* along as his special valet. . . . Relief Dispatcher *Russell Hartman* is sporting a new automobile. . . . Conductor *R. C. Jones* is doing a swell job of vacation reliefs both in the Receiver's office and Dispatcher's office. . . . Motorman *W. A. Bryant* can be seen nightly as Inspector at Geary and Larkin.

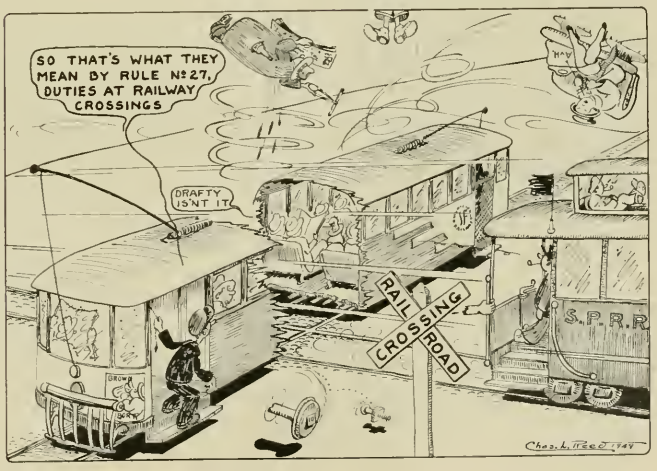
Passengers Are Only Human—They Respond To Tact and Courtesy

None of us are perfect. The most even-tempered person occasionally gets irritable and has to "blow off steam." It happens both to Railway passengers and to Railway employees.

For instance, a passenger boarded a car the other morning after waiting several minutes in the cold rain and proceeded to "lay out" the conductor, blaming him for every case of poor service he had ever encountered. The conductor was not at fault; the crew had been working heroically to keep the heavily loaded car on schedule. Even now he had no opportunity to defend himself—and perhaps he was wise enough to realize that no explanation would have satisfied the man in his present angry state. The conductor did politely suggest that service complaints should be addressed to the Railway management; he assured the complainant that management was always anxious to investigate any criticisms of this nature. The passenger was mollified and moved on.

The conductor showed excellent judgment in handling the matter in this way. In many cases grievances evaporate when the injured party has a chance to air them. On the other hand, if there is a legitimate grievance, the Railway should be informed so that the matter may be corrected before more patrons suffer the same annoyance.

Don't waste time trying to argue with a customer. There are occasions when an explanation is necessary, as when passengers are asked to transfer to a following car, and then the information should be given as briefly and politely as possible. A little tact will keep your riders in a happy frame of mind and save you a lot of trouble.



THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Cornelius Lyons, Ocean. "The manner in which Mr. Lyons has dispatched his duties during the dismissal of children from our school, and the friendly and cooperative way he has worked with students, student traffic officers and traffic sponsors has been the solution to a serious traffic problem."

John Fitzgerald, Geary: "He had not only the usual problems incidental to his job but had several young fellows as passengers who were much the worse for their celebrating. His tact, courtesy and genial efficiency were highly commendable."

C. Heistand, Geneva. "Much to my astonishment I found I had left my wallet on the ferry boat and had no way of paying my fare, much less buying bus tickets to my home in Marin County. The conductor not only paid for our trolley ride but gave me $2.00 in addition. I write this to express my deepest appreciation."

Johnnie Walker, Utah. "I wish to commend your driver No. 1690 for his courteous and patient manner with an obstreperous passenger. Though the passenger was rude, the operator was very gentlemanly."

Ulick P. Burke, McAllister. "My deep appreciation for kindly service rendered 'beyond the call of duty' goes to Collector Ulick P. Burke, who assisted my sister when she had a severe fall on the sidewalk the other morning. Mr. Burke left his station to accompany her to the Emergency Hospital where X-rays proved a fracture of the shoulder."

George Redus, Washington-Mason. "The conductor who wears Badge 1525 is deserving of praise because of the capable manner in which he performs his duties. He is courteous and is very attentive to women and children when boarding and leaving the car."

Beverly McWilliams, Potrero. "The operator was exceptionally pleasant and courteous the entire trip. In particular I wish to commend him on calling every street and transfer point. It was most helpful to all passengers and much appreciated."

Willdy Gazaway, Sutro. "He was very considerate of passengers boarding and alighting from his car and particularly polite and informative to those who asked questions of him. He should be commended for the splendid service rendered."

J. Colla, Ocean. "I must say that Conductor No. 1617 of the Daly City Express has to his credit the patience of a saint. I am sure I would have strangled some of those silly passengers with their silly questions. He explained his route very clearly each trip, but he still received endless questions."

August Musante, Geneva. "During my 25 years in San Francisco I have never met a more obliging and courteous conductor. He calls the name of every street and helps elderly people on and off the car."

Dennis Scranton, McAllister. "He managed his passengers as if he had them hypnotized—got them to move still further back in the bus without any trouble. He had such a cheerful voice and manner that we couldn't help but cooperate with him."

Paul Clingingsmith, Ocean. "I am writing for Miss Brady's third grade. We took a ride around S. F. on one of your buses. Our driver, Mr. Paul Clingingsmith, was a very nice man. He told us about many interesting things. We hope you are proud of your driver. We would like you to thank him again for us."

Others commended were: *Henry Ochoki,* Geneva; *C B Craft,* Geary; *C. J. Sweet,* McAllister; *William T Millar,* Ocean; *Nathan L. Jones,* Geneva, *John W. Gates,* Ocean, *R C Aragon,* McAllister, *Eduard J. Mullane,* Geary; *R H Simpkins,* Ocean; *James Lash,* Washington-Mason; *George Redus,* Washington-Mason, *Lloyd A. Smith,* Ocean, *Mario Domenichini,* Ocean; *John W. Fields,* McAllister, *Ernest Kronat,* Sutro, *Solomon M Williams,* Ocean, *Harry Gordon* McAllister; *Barclay S. Maney,* McAllister, *John H Fitzgerald,* Geary; *Thomas Walker,* McAllister, *Jack Shoshone,* McAllister, *George E Tanzer,* Sutro; *Willard D. Flynn,* Sutro; *Lloyd Washington,* McAllister; *Paul Harr,* Ocean, *Miguel P. Corpuz,* Sutro; *Raymond S Mayes,* Potrero; *Everett M Dawson,* Geary, *Elmon L. Goodson,* Sutro; *H. R DeGraham,* Ocean, *Daniel N. Fletcher,* McAllister; *Arthur I Halmon,* McAllister; *Edward G Sell,* Ocean; and *John L. Tomola,* Ocean

Cable Cars Will Operate In Chicago This Summer

A Municipal Railway cable car is expected to "steal the show" at the Chicago Railroad fair this summer, according to officials of the Western Pacific Railroad Company, who have made arrangements to borrow the car and operate it as the main attraction of their exhibit at the transportation show. A turntable and 600 feet of track will be installed along the shore of Lake Michigan, and visitors will be given free rides on the small cable system.

Last year two and a half million people visited the Fair during a season of 67 days. This year the season will last 100 days, from June 25th to October 2nd, and even greater crowds are expected.

Traffic Laws Are Based On Safety Regulations

Traffic rules and regulations are primarily SAFETY RULES.

That is, they are laws designed to protect both the public and all vehicular traffic, guarding them against accidents and protecting their rights.

So, when any bus operator breaks any city traffic law, he is also breaking a SAFETY regulation.

And remember . . . the public is more conscious of traffic violations by buses, and by other vehicles operated in the interest of the community, than any other type of vehicle.

EVERY TIME A BUS OPERATOR BREAKS A TRAFFIC LAW, HE IS OBSERVED BY SOMEONE . . . and every time he does it, the company is submitted to some degree of adverse criticism.

You may not get a traffic ticket every time you break a law (very fortunately for some of us!) but you're not getting away with it. For someone has noticed it, and will remember it. And in the long run, the box score of public opinion will mount up.

When you're tempted to jump a light, or when you think you don't have to pull completely into the curb for a passenger stop, or when your foot gets a little heavy on the accelerator . . . just remember, YOU'RE NOT GETTING AWAY WITH IT!

—Houston Transit Co.

How Much Does It Cost to Run Our Cars and Coaches?

Do you know how much it costs to operate a street car or a motor coach for an hour? Or how revenue compares with expense on the different types of equipment? Here are some interesting figures for the last two fiscal years released by our Accounting Department. It will be noed that while receipts per car hour remained practically the same, expenses took quite a jump.

From these figures it might appear that motor coaches are expensive to operate in comparison with the revenue derived. It should be remembered that buses are used to a great extent on night runs and in sparsely populated areas, and these necessary but unprofitable services lower the average income on this type of equipment. During the period covered by these figures (ending June 30, 1948), the conversion of the heavily traveled street car lines to buses had barely begun.

Expenses Per Car Hour

	Fiscal Year Ended June 30, 1948		Fiscal Year Ended June 30, 1947	
	Operating	Total*	Operating	Total*
Electric car	6.34	7.27	5.67	6.77
Cable car	7.26	8.48	6.56	7.50
Motor coach	4.15	4.78	3.86	4.51
Trolley coach	3.41	4.15	3.31	4.09
All types	5.43	6.25	5.06	6.01

Receipts Per Car Hour

	Passenger	Total**	Passenger	Total**
Electric car	7.10	7.19	6.82	6.90
Cable car	6.74	6.77	5.99	6.01
Motor coach	3.84	3.87	3.75	3.78
Trolley coach	4.59	4.61	4.51	4.54
All types	5.78	5.84	5.79	5.85

* Includes reserves for depreciatiin, accident claims, etc.
** Includes income from car cards, etc.

Track Department

We are happy to report that *Johnny McGee* is at home and recovering after an operation at St. Joseph's Hospital; he is spending his leisure time studying up on the poker percentages. . . . Also out of the hospital and taking life easy is *Patty O'Connell*. . . . After a siege of aching bones, *Con Mahoney* is back on the job. . . . Sights to see: *Jim Gallagher* and his outfit rushing to an emergency and, upon arriving there, Jim and his personal valet, Alex, getting the job done. *Frank Cassidy* heaving a sigh of relief when called as a witness in an accident case and then being told by the attorney that it wouldn't be necessary to use him. . . . *John Nyhan* was off by plane to Ireland account of illness in family. We hope John has a nice trip and finds everything okay when he lands there.

The Municipal Railway was but a babe when this picture was taken of Car 134 at the 1915 Panama-Pacific International Exposition. Preparation for the Fair served to stimulate interest in building much-needed transportation facilities for the North Beach and Marina Districts, and the Stockton tunnel was constructed at that time. This "C" car was one of many which provided through service to the Fair by switching off Geary Street across Van Ness Avenue. The picture was furnished through the courtesy of the Shell Oil Company, whose station appears at the right.

With so many employees doing everything in their power to build friendly relations with the public, it seems a shame that there are some who apparently want to do just the opposite. They not only violate Railway operating rules, but they are impolite and even abusive at the slightest provocation. When such instances as the following are reported, it is difficult to convince our customers that Railway personnel as a whole are doing a good job.

"When the car was switching back, a big load had to get off. There was no other car following. When we inquired what was wrong with the service, the conductor told us, 'If you don't like it, get off and walk.'"

"I was waiting for a No. 6 bus on Market Street. A 7 came along with a 6 trailing, but the operator on the 6 kept his doors closed and followed the 7 out, passing up a group of people. We waited a long while for another 6."

"The operator of the No. 26 bus refused the lady's transfer and ordered her to 'pay or get off.' She offered a $20 bill; the operator refused to give her change and said he would call a policeman. He kept calling her a 'dead beat.' He carried her and others past their stops."

"Five No. 31 cars were standing at the outer terminal of the line at 7:00 a. m. this morning, and the crews were standing around smoking. Large groups of people were waiting at each stop — no car had passed for 20 minutes. This is the second time I have reported such an occurrence."

"At each corner the operator stopped his bus ahead of where the people were waiting, then before they could reach the front door, he pulled away. He left 10 or 12 people in this manner; at one corner he passed up a lady with a baby and a suitcase."

"The operator was smoking while driving the coach. I am a nurse and ride this bus to and from work; he smokes nearly every time I am on the bus. You cannot expect to enforce 'No Smoking' rules when your own employees disobey them."

The free training classes at Potrero carhouse are well attended and interest is high. Pictured here are the two Monday morning classes. The 8:00 o'clock class (above) is getting some instruction from Bill Ratto, while the 10:00 o'clock class (below) is waiting for the movie to start. Operating personnel who are interested in joining these classes should get registration blanks from their Dispatcher's office.

"The operator of the No. 19 bus drove like a maniac, using his horn steadily and darting in and out of traffic very fast. Several passengers who were riding in the front of the bus moved to back seats. We expected a crash at any moment."

"The driver was insulting to all passengers asking information. His reply to questions was, 'What do you think the signs are on the bus for?'"

We can't expect people to enjoy doing business with representatives of the Railway who insult and humiliate them. Our customers deserve the same kind of respect and consideration that we want ourselves when he are paying cash for a commodity. We need their business, and it's up to us to show every customer that we appreciate his patronage.

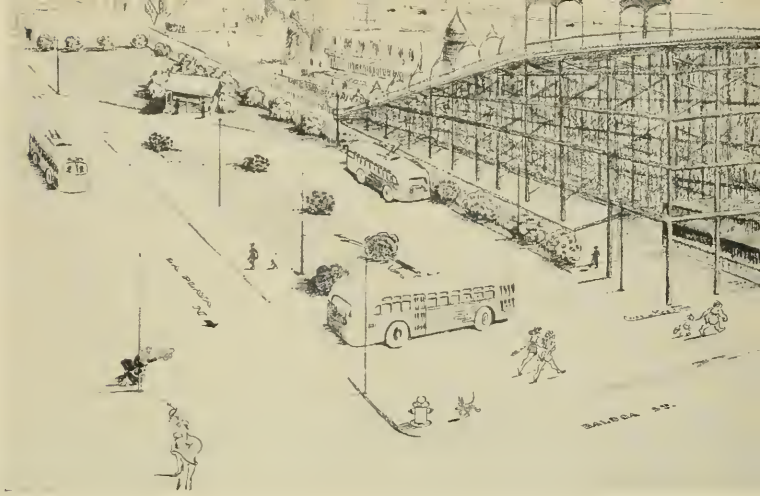
Good Will of Public Makes Our Job Easier

"In the interest of good public relations, we repeat

"AS SALESMEN OF TRANSPORTATION, OUR BUSINESS IS TO SERVE THE TRAVELLING PUBLIC.

"If the people to whom we sell transportation like our service and if by serving them courteously and efficiently we make them more friendly toward us, every member of our operating force will find his work easier and more pleasant."

D. C. ORMSBY,
General Supt. of Transportation



The trolley coach turn-around at Balboa and LaPlaya is one of many projects now under construction in preparation for the scheduled conversion of four major lines to trackless trolleys on July 1st. Here is Charlie Reed's sketch of the completed installation. Artist Reed has added a few embellishments in the way of bathing beauties, etc. He insists this will make the operators more interested in their work.

Employees Show Ingenuity In suggestions Offered

The response to management's request for suggestions from employees has shown that many Railway men are giving considerable thought to the problems they encounter in their daily work. Their ingenuity and resourcefulness is highly praised by Paul J. Fanning, Director Bureau of Personnel and Safety, who is sponsoring the suggestion program. The following ideas were submitted during the past few weeks and have been acknowleged with thanks.

Hommer F. Lemmon, Geary Conductor, forwarded two suggestions to speed the flow of traffic on Geary Street and on Polk Street.

Donald Bruce, Potrero Janitor, proposed a rerouting of Haight Street coaches.

James Byrnes, Inspector in the Schedule Department, submitted a slogan to be used in connection with the Railway's safety program.

Edward S. Jones, Utah Operator, suggested an intensified program of public education to get the passengers' cooperation in speeding up service.

Inspector Edward J. Grant offered a plan for handling of school fares.

J. G. Graham, Geary Sr. ERSM, went in three ideas for safety devices which could be installed on Railway equipment.

Albert Tassi, Geary Sr. ERSM, also forwarded a suggestion for installation of a safety device on street cars.

E. A. Gonzales, Utah Operator, proposed that coach and car stops be more vividly marked, possibly with luminous paint, so as to be visible at night.

George W. Hanna, Ocean Operator, suggested that some method be devised to eliminate parking of private automobiles in loading zones.

Along the same line was a suggestion of J. Robert Hubmann, Utah operator, who stated that in many instances it was a physical impossibility to pull into bus zones because of automobiles illegally parked there.

E. S. Jones, Utah Operator, offered a plan for switching back of coaches to maintain even service.

James Daniel, Ocean Operator, contributed an idea relating to bus stops and one concerning a proposed information book for Railway personnel.

The alertness and loyalty shown by these employees has been most commendable. All employees are urged to send in ideas for improving any phase of Railway service; letters should be addressed to Mr. Fanning at Potrero carhouse.

Shop Notes

Two long-time employees in the Shops Department have retired recently. Carpenter *John Stacker* of Elkton Shop has been with the Railway since 1908. He has worked for many years as Outside Carpenter on various buildings throughout the system and is known to many Railway employees. *Samuel Chamberlain*, ERSM at Geneva Carhouse, has worked since 1909. He served as foreman at Castro Carhouse from 1928 to 1940 . . . Our sincere sympathy goes to Sutro Carhouse Foreman *Harry Barron* on the death of his beloved wife; also to *Arthur Whitten* of Cable Machinery on the loss of his mother. . . . The Shops are right proud of their bowling team which, at this writing, holds the top position in the 18-team Municipal Bowling League. . . We're sorry to lose Carpenter *Frank H. Beck* of Elkton Shop, who transferred to the Board of Public Works this month.

24th Street Division

The new addition to the Utah office gang is former money wagon driver *Clyde Hardin*. . . . Night Dispatcher *Clarence Krueger* celebrated his 50th birthday on March 1st with a bang-up party attended by many North Beach celebrities. . . . Operator *Jerry L. King* becomes the proud father of a seven pound baby boy; Jerry celebrated the new arrival with cigars all around. . . . Operator *Andrew Skaines* in one of his proudest moments announced, in no uncertain terms, the recent arrival of his new son, which was also accentuated by the cigars all around. . . . We are all very proud of Operator *Charlie Hanneman*, who quite recently became the father of a beautiful baby girl. Charlie carries the baby's picture on all tours of duty as an inspiration for courteous and safe operation. . . . Operator *Alvin Lusto* found himself in serious trouble when trying to adjust a flat tire. Instructor *Tom Howe* was called to the rescue, at which time he gave Alvin explicit instructions on the use of an auto jack. Maybe Alvin could give Tom a little instruction on diaper service with which, we understand, Tom's time is very much taken up. Congratulations, Mr. and Mrs. Tom Howe! . . . Operator *Emmett Whittle* is very depressed these days. Emmett was the victim of a clothes robbery and would appreciate any small donations in that line. . . . Who sent the Valentine to Dispatcher *Jim Lewis*, calling him an old crow? Jim would like to reward the thoughtful person or persons.

Trolley Topics

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Geneva-Ocean Division

This is the new Branch of Hibernia, and 'tis welcome indade that *Timothy Cornelius O'Shea* is to the Receivers (just call us the Boys with the Green Hair) of Geneva—even as you and I, *Mr. Watters* . . . Speaking of green, the green and yellow lights of the buses parked in the new yard are a sight worth seeing, although appreciated only by the early shift . . . Bus lights are all right, but street car lights and their switches are hard to find in a dark tunnel—aren't they, *Rudy Alholm?* . . . The late gang say, "Goodbye and thanks" to *Lionel McCarn*, who did a grand job as night receiver, and "Welcome" to his replacement, General Clerk *Jimmy Kniffin*, who is well known to many at this barn. . . . Since the abandonment of the old No. 40 line, those familiar faces may now be seen on the "M" line. Just don't get homesick, fellas, and take that car on past the county line. . . . *Bill Reinhardt* reports that his faithful customers (female) who have ridden with him for the past twenty years on the old West line now walk up the hill and take the "J" line, where Bill still sways them. . . . Ho hum! The cold spell is over and Spring (run) is almost here. Anyone else who wants to go fishing just get in touch with *L. A. (Pop) Smith*. And for the rest of you—we'll see you next month.

Potrero Division

That operator with the friendly smile on the No. 22 line is none other than *J. F. Banks*. Keep up the good work, Jim. . . . Those interested in piano lessons see Operator *W. Young* any evening between the hours of 5:00 and midnight. Walter surely knows his music—ask Operator *W. Wieland*. . . . When it comes to fixing automobiles, Operator *J. A. Mallman* really knows his stuff; he says his car runs even though he may have a few parts left over. . . . With this Division now under reconstruction—car rails being torn out, walls knocked out, pits being filled in—we have nothing but air guns, pile driving, etc. It's plenty noisy now, but we'll be proud of our "new look" when completed. . . . That operator you see with his cap slightly tilted and sometimes almost in reverse is *C. O'Bannion*. . . . *Walter* and *Russell Brosamle* wish to express their thanks to all who sent flowers and other tokens of respect and sympathy in their recent bereavement, especially the contributions made to the American Cancer Society in their mother's memory. . . . Operator *Marion E. Fullilove* won first prize in the weekly Talent Quest contest at a downtown theatre.

Washington-Mason Division

Spring is in the air these days. Some of our more ambitious boys are in the process of forming a soft ball team. It was thought for a while that it was just a passing fancy, but practice has been held and the boys are set for some games. Sorry we can't give the line-up, but it should be ready for the next issue. Any of our sister divisions that may have a team or can organize one and would like to play a few innings, give *George Lessane* or *John Hurst* a call and the gang will get together. Hope to hear of other divisions following the same trend. . . . Baseball is not the only form of exercise that our boys are following, as has been noted. Others are wrestling (see *I. Alexander* for that one) and tumbling as done on a turntable by *T. P. L.* Was his face red! . . . The members of the shut in club for this month are *T. Hutchings*, *George Crocker*, *George Michael* and *James Camacay*, whom we hope to see around again soon. . . . For expert advice on sheep see any of the following herders *Spike Boyd*, *G. Hurlbut* or anyone who happened to be around when the discussion arose.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

Vol. 4 APRIL, 1949 Number 4

NEW OCEAN BUS YARD

Coaches stream through model maintenance yard completed March 22, 1949. Buses enter from Ocean Avenue side (right), move through gas dispensary and shop building to wash rack at upper left and then to parking area behind the buildings.

Completion of New Ocean Bus Yard (First Stage) Marks Important Milestone in Modernization Program; $760,000 Spent Thus Far

The boys at the new Ocean Bus Yard are as proud of the place as if they had built it themselves. They are anxious to show off every piece of equipment, and they are full of enthusiasm about every one of the hundreds of "gadgets" which help them on their jobs.

They have every right to be proud. The Ocean Yard is one of the most modern bus maintenance units in the entire country. It is the first major maintenance projects to be put in operation under the Railway's $20,000,000 rehabilitation program.

The average rider, who thinks of transit improvements mainly in terms of the new vehicles which have arrived during the past year*, has little conception of the tremendous "backstage" improvements which had to be accomplished at the same time in order to maintain these vehicles in service. Most of the Railway's maintenance facilities were as outdated as the old-time street cars that had to be retired.

This plight was common to transportation companies all over the country due to construction and replacement problems which lasted long after the war was over. San Francisco had an unusually acute case of railway doldrums, however, because a large part of the city's transit system had been allowed to deteriorate beyond the point where it could be salvaged.

The problem of integrating our two formerly competing railways and of rehabilitating the entire system has been an extremely complex one. Thus far 11 lines (5, 6, 7, 21, 22, 25, 3, 4, 9, 11 and 14) have been converted from street car to motor coach and one line (22) from motor coach to trolley coach. On July 3rd, five new trolley coach lines (5, 6, 7, 8 and 21) will be inaugurated, and four more street car lines (1, 2, 3 and 31) will be converted to motor coach. Two other bus routes (55 and 25) will be extended.

Providing equipment and trained personnel to handle the new types of vehicles is only a part of this enormous job. One of the major problems that has been occupying railway engineers for the past two years is the provision for adequate maintenance facilities.

The new Ocean Yard provides the first realization of this phase of the modernization plan. The yard thus far has cost approximately $700,000 plus some $60,000 which was expended to clear the site for the new construction. It is expected that an additional $140,000 will be needed to build an administration building and to complete paving of the upper level now occupied by the old shop building, which is to be torn down. The yard is planned ultimately to accommodate a minimum of 250 coaches.

Every installation has been planned to provide assembly-line servicing of coaches. The procedure varies somewhat because coaches may come into the yard several times during the day and it is not necessary for them to be checked each time. The main servicing job is usually done when the coach comes in at night, and this is how it works:

Gas Dispensary

Coaches enter from the Ocean Avenue side and go through the four-lane service station where they get gas, oil and water, and tires are checked. Each of the four dispensing units can deliver gas at the rate of 30 gallons per minute. All hoses (gas, two grades of oil, air and water) in the dispensing unit are wound on air operated reels. Every withdrawal of gas registers on an automatic checking device, and the total is stamped on a card for each bus. Door controls and safety appliances are inspected; interiors are swept and disinfected. Defects reported by coach operators are noted.

Main Building — Pit Area

Every 24 hours the coach goes over the pits for brake and steering inspection. If no defects have been reported and the coach is not due for its regular 2000 mile inspection, it then goes directly to the washer for its daily bath and is parked ready for future use.

At 2000-mile intervals, vehicles are scheduled for inspection and adjustment. The inspections are classified a

The Railway has received 457 new pieces of equipment during the past year including 259 motor coaches, 188 trolley coaches (26 more due by July 1st), and 10 PCC cars.

When a coach pulls in to Ocean Yard, it first stop is at the Gas Dispensary. Her John Bradley services a coach from one o the four units in the station. Note auto matic checking device (center) which wi register number of gallons of gas pumpe into the tank.

Minor and Major and are alternated. The Minor inspection covers 58 different items including thorough lubrication of all working parts, inspection of general operation, chassis, brakes, performance of engine and accessories, safety and signal devices, body fixtures, etc. The Major inspection lists over 100 items. These include the checks mentioned above and in addition provide for more extensive testing of electrical and air devices, fuel system, brake controls, oil and filter changes, automatic transmission controls, etc.

The four pits will hold two large coaches each. The pits are piped for air, gear oil, transmission oil, chassis grease and electric outlets and are illuminated by a line of fluorescent tubes built into the sides. To provide easy access to the engines on certain types of buses, Railway engineers devised a movable bridging which supports the weight of the bus as it rolls over the pit and is pushed back on roller bearings after the bus is in position. Outlet pipes on swivel joints with funnel attached may be swung into position to receive drainings. Waste engine and gear oils are directed into underground tanks equipped with pumps for disposal. Overhead air-operated hose reels furnish engine oil, air and water at all pits. In addition to the overhead and underground oil lines, there is an "oil bar" containing five grades of oil used for special purposes.

During the course of the coach inspection, engine oil samples are removed for laboratory analysis. Used engine oil analysis offers a good indication of many pertinent conditions that must be watched, such as engine interior cleanliness, engine wear, viscosity, and presence of contaminant by-products of combustion.

(1) The bus dispatcher's office, "nerve center" of the entire yard, is located at the entrance to the main shops. Buzz Harms is getting some information from Pierce Welch, who holds the mike used in connection with the loud speaker system. (2) As coach rolls over the pits, it gets speedy check-over from Willie Williams, Frank Smith and Robert Burns. Pits are piped for air, oil, grease, etc., and drainage unit helps to dispose of waste oil quickly and cleanly. (3) Headlights are adjusted by Ethan Lucas while Werner Odenthal watches meter to determine correct focus. (4) Andrew Memmel steps down from bus as Bill Larson checks register on the Dynamometer. With this mechanism road conditions may be simulated and the coach tested at various speeds as though in actual operation. The front wheels are blocked and the rear wheels spin on rollers sunk in the floor.

It was a bright day for the garage men when these three girls from Geneva decided to inspect the new yard. (1) Here Marie O'Reilly, Frances Vennarucci and Dorothy Jazuk take over Storekeeper Charles Morrissey's job while Frank Dito, Pete Morgan, Ed Kearny and Rudy Kramer wait for supplies. Business at the Parts window has never been so brisk before or since. (2) "I'll take vanilla," says Marie, as Tony Picone draws a bucket of oil from the oil bar which supplements the lubricants already piped into the pits. (3) Dorothy and Frances get explanation of how the wheel alignment indicator works from Garage Foreman Dennis Joyce. (4) Superintendent of Garages Vic Peterson shows the girls how the big steel doors operate with only the click of a switch.

Main Building — Shop Area

At conclusion of Major inspection and adjustment, the coach goes into the shop area for additional tests. The vehicle is first driven over the wheel aligning indicator which shows the degree of front wheel misalignment, if any. It is then given its final performance test on a machine known as a dynamometer. Wheels are rotated by engine power, and road conditions are simulated by applying a load to rolls driven by the wheels. Carburetor air-fuel ratio is checked, and corrections made in timing and other components as necessary to obtain maximum power output and correct engine performance. Accordingly faulty engines can be flagged for more extensive repairs.

The remainder of the shop area is used for making repairs to defective coaches. Five twin post hydraulic lifts, each of 36,000 pound capacity, permit coaches to be raised to accessible working height.

For better protection of workmen's health, means have been provided for immediate removal of exhaust gases (blowers capable of moving air 32,140 cubic feet per minute). Ventilation provides a complete change of air every 10 minutes.

Bus Washer

The last step in the daily "treatment" is the trip through the automatic washer. A double electric eye control permits the bus to be thoroughly sprayed as it passes through the first section of the washer. The bus may then be halted for manual scrubbing of ends and of particularly dirty spots. As the bus moves into the final section, the second electric eye turns on a series of revolving brushes and high pressure water sprays which complete a thorough cleaning job. After the bus has been through the washer, it is parked ready for use.

Main Building — Wings

There are a number of units housed in the wings of the main shop building, and they serve various purposes.

1. Boiler Room — furnishes steam heat for all enclosed shops and offices and has sufficient capacity for future building.

2. Store Room — handles about 2000 items which are kept on hand for "running" repairs. Major unit overhauling is done at the 24th Street garage. Later this work will be transferred to the Central Shops, to be built on the property directly south of the bus yard.

3. Parts Cleaning Room—is equipped with a modern chemical vapor cleaner adequate to accommodate a complete engine. The degreasing agent is called Trichlorethylene. Rinsing is done by steam vapor spray and high pressure hot water. A mono-rail equipped with air hoist of one ton capacity expedites movement of large units.

4. Compressor Room—has compressor installation of 20 horsepower capacity to furnish compressed air for all yard and shop needs.

5. Oil Room — provides storage space for oil barrels.

6. Tire Shop—has facilities for storing, testing and changing tires.

7. Transformer Room—special substation with 1500 volt transformer was built by PG&E.

8. Powel Panel — provides central control for all lighting and power for entire area.

9. Battery Room—has generator of sufficient capacity to charge 16 12-volt batteries simultaneously.

10. Sand Room—stores sand necessary for the operation of buses in wet weather.

11. Employee Facilities — includes locker room, showers, modern spray wash basins, lunch room, first aid equipment, etc. These are located on the second floor of the north wing.

Other Installations

1. Pump House—delivers gasoline from four underground tanks holding 6000 gallons each. Accurate visual gauges show just how much gas is in each tank. Nearby is a 5000 gallon tank for lubricating oil, which is piped to all points of delivery.

2. Steam Cleaning Unit—includes hydraulic lift and steam boiler. Bus is raised on hoist to permit under chassis

cleaning by powerful sprays of steam.

Miscellaneous Information

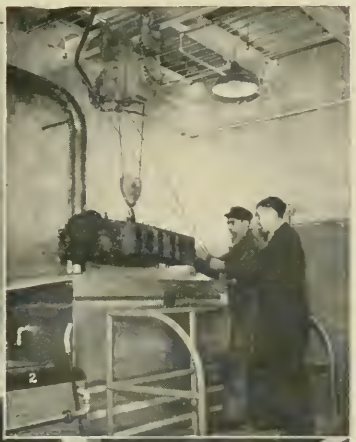
Precautions are taken to intercept dirt, grease and oil from all areas where cleaning and/or degreasing takes place so it will not enter the city sewer system.

All yard is paved with concrete.

There is an automatic sprinkler system throughout the buildings, and the gas dispensary has a special type sprinkler system for maximum protection. Fire alarm boxes and hoses are located at all strategic points.

All doors for passage of buses are operated by electric motors.

A few of the many auxiliary units housed in the wings of the main shop building are pictured here. (1) The Battery Room with facilities for charging 16 batteries at a time is attended by Bastiaan Remans. (2) Lowering an engine block assembly into the vapor cleaning unit are Pantelis Neofotistos and Richard Olson. (3) The employee rooms upstairs provide modern washing and shower facilities for the men. Here Arnold Valson, Robert Burns, Bill Sawyer, Tony Picone, Andrew Memmel and Richard Olson are cleaning up after the morning's work. (4) In the tire shop Reuben Martinez, Robert Heffernan and Orville Bartelt change tires rapidly with aid of air impact wrench which whips off wheel nuts in a flash.



Transit Report Indicates July Conversion Will Be Biggest In History

(In a report to Mayor Elmer E. Robinson released this month, Manager of Utilities J. H. Turner has outlined the many advances being made in the city's transportation program. This account is of such interest to Municipal Railway employees that the entire report is reproduced here.)

Honorable Elmer E. Robinson, Mayor
City and County of San Francisco,
Room 200 City Hall,
San Francisco 2, California.
Dear Mr. Mayor:

This report is made to you pursuant to the request in your letter of November 17, 1948, concerning progress made and economies effected or planned in connection with the operations of the Municipal Railway of San Francisco.

On July 3rd the most extensive conversion of surface routes on a single day in American transit history will be made. This single system-wide change will mark the conversion of the last of the old Market Street Railway Company street-car routes to modern equipment, only 16 months after the first bond funds were made available.

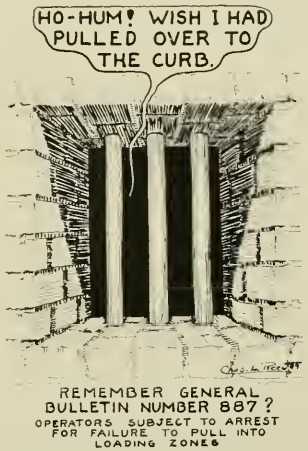
Thirteen lines and routes involving 310 pieces of equipment, and 129 route miles will be affected in this program. They are summarized as follows:

(a) Sutter Street car lines 1, 2, 3 and 4 will be converted to motor coach operation and Bus Route No. 55 (Sacramento) will be extended. This will involve the substitution of 63 motor coaches for 30 over-age street cars. All the Sutter lines will subsequently be converted to trolley coach operation.

(b) Motor coach routes 5, 6, 7 and 21, previously converted from street car operations, will be converted to trolley coach operation. At the same time, street car line No. 8, operating over Market Street to Twin Peaks Tunnel, will also be converted to trolley coach operation, providing curb-loading service the length of Market, and freeing the inner tracks for semi-express street car service beyond Van Ness Avenue for the tunnel street car lines and the No. "J" line. This is expected to cut travel time on the tunnel lines by five (5) minutes.

(c) Street Car Line No. 31 (Balboa) will be converted to motor coach operation.

(d) Street car line "H" operating over Van Ness Avenue and Potrero



Operators have complained that they cannot always pull into loading zones because of other vehicles parked there, and obviously they have a point. Every effort is being made by the Police Department and by our Inspectors to keep these zones clear. The rule that coaches pull into the curb is a vital safety precaution and must be obeyed unless an actual physical obstruction exists.

Avenue will be terminated at Army Street and present street car service from there to the existing terminal at Wilde Avenue will be provided by an extension of the Bryant Street No. 25 bus line. This move becomes necessary in order to facilitate State freeway construction.

To make the improvements mentioned above, numerous major physical changes in other parts of the system are necessary and these are all either completed or are in progress.

They are as follows:

(a) Modernization of the Ocean Avenue bus garage, bringing the first stage to completion on March 22nd at a cost of $760,000.

(b) Conversion of the Potrero Car House to a modern trolley coach garage and servicing facility, now under way and due for occupany July 1st.

(c) Installation of electrical overhead facilities, including power feeders, on the 5, 6, 7, 8 and 21 lines. All are in progress and all are scheduled for completion by or before July 1st.

(d) Removal of outer tracks on Market Street from Valencia Street east to Third Street, paving from curb to curb and construction of elevated concrete safety zones in a skip-stop pattern, due for completion June 15th.

(e) Removal of rail connections of the Geary system from the outside set of rails on Market Street, and construction of new connections to the inside rails.

(f) Commencement of work on the Presidio Avenue extension of the Geary carbarn for a trolley coach garage facility.

(g) Construction of terminal facilities, including waiting stations, at La Playa and Balboa on the No. 5 line, and at 14th and Quintara on the No. 6 line.

(h) The removal of abandoned track and paving the full street area on many transit streets is well advanced by the Department of Public Works. Through that department's cooperation all new trolley coach lines will operate over newly paved streets when conversion is made in July. Other work by that department and the Police Department has materially assisted in making possible the speedy modernization of the transit system.

In addition to the foregoing, all changes in operation and abandonments of service planned, as indicated in our January report, have been carried out. These included:

(a) Abandonment of the No. 40 San Mateo line.

(b) Conversion of the No. 22 Fillmore streetcar line, (previously converted to motor coaches) to trolley coach operation.

(c) Conversion of the Mission system (lines 9, 11 and 14) to motor coach operation.

(d) Establishment of express services on the 14 and 26 lines.

Meanwhile, Street Car Line "J" has been converted to motor coach operation at nights and on Sundays and Holidays, and the same change is planned for Street Car Line "H" on July 3rd.

Substantial economies have resulted from these changes and the public reaction to the improved services rendered has been most gratifying. Meanwhile, the change in the fare structure effective January 26th, has substantially improved the financial position of the railway, which in turn will enable us to expedite further service improvements throughout the city.

In addition to the above physical changes, there have been numerous improvements, which, although minor in cost, have been of major importance to the riding public.

Principal of these was the establishment on February 1st of a uniform numbering and lettering system for lines and routes with a minimum disturbance of the existing pattern. This permitted the placing of signs on front and numbers on sides and backs of all coaches.

Rehabilitation of 55 street cars for greater riding safety, including installation of safety doors, folding steps, signal lights and brake interlocks, is under way by Municipal Railway contract.

All motor coaches will have been painted in standard colors of cream and green within five weeks.

Headway recorders, which automatically report to Central Control the passage or bunching of vehicles, are now being installed on the No. 22 Fillmore street trolley coach line, and will be installed on all other trolley coach lines when the change-over is effected.

Since the last report to your office, the Bureau of Personnel and Safety has, with the cooperation of the Board of Education, established a voluntary training school for platform personnel which is producing most gratifying results in reduced accidents. Six hundred employees are either taking, or are signed to take the course.

For the first three months of this year, as compared to the same period

More visitors—(left) General Manager William H. Scott, Mr. Peterson, Commissioner Victor S. Swanson, Public Service Director Tom Irwin, Progress newspaper representative Earl Berkeley (back to camera), Commission President Philip F. Landis and Utilities Manager J. H. Turner were among the group of newspaper men and executives who visited the newly completed yard. (Right) Mr. Landis, Chronicle reporter Jack Doyle, Mr. Turner, Mr. Swanson and Mr. Scott were obviously impressed with the performance of one of the many installations in the shops.

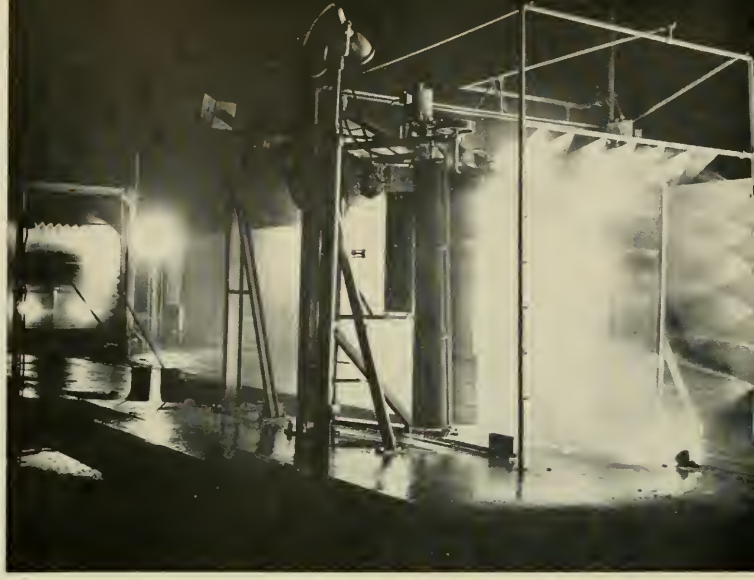
Hayes Line Operators Receive Commendation

Operators on the No. 21 line should all be pleased to read the following letter from an appreciative passenger:

"It is my pleasure to write to say that almost all your operators of the Hayes buses deserve sincere praise for their courtesy and consideration. I mention the Hayes line particularly because that is the one I use most frequently.

"Naturally they cannot *all* be 'angels' and they have their own personal problems and worries like the rest of us, but generally speaking they are all gentlemen."

Our compliments go to the men who were responsible for inspiring this friendly letter.



On the upper terrace are two of the yards most interesting installations. Above, this spectacular night shot of the bus washer was taken by Gordon Peterson, son of the garage superintendent. Both spray units were turned on at the same time for picture purposes. In actual operation, the second unit would not go on until the bus was about to enter it. At right, Mel Grove uses high pressure steam hose to remove grease and road dirt from coach due for overhaul.

in 1948, there has been a reduction of 23 per cent (23%) in accidents per vehicle hour operated. This is particularly satisfying in view of the fact that it is a cumulative figure, there having been a 15 per cent (15%) reduction in 1948 over 1947.

Procedures have been inaugurated for the reorganization of the Scheduling Department of the Municipal Railway looking toward the establishment of a properly staffed Schedule and Traffic Department. This will be done through the establishment of the position of Superintendent of Traffic, directly responsible to the General Manager of the railway at a recommended salary of $700.00 per month. Generally speaking, the present organization is comparable to that of other operating properties, with the exception of this one executive position. The need for creating and filling such a position has been apparent for some time.

Consolidation of operating headquarters will soon make possible the offer for sale of several valuable parcels of real estate. The full block at 13th Avenue and Lincoln Way will be offered for sale subject to occupancy by buyer on December 31, 1949. Other similar properties under consideration for sale are the McAllister Bus Yard, the Sutro Car House, and the Turk-Fillmore properties. Sutro Depot has already been declared surplus and is in the hands of the Real Estate Department for disposition. Proceeds from the sale of such lands will be used to augment bond issue funds.

Your committee to design a souvenir cable car ticket has already reported to you its preliminary design and we are informed that their final design will be in the hands of the Public Utilities Commission within a few days. The final design and the general specificaitons are being prepared as a society project by the San Francisco Society of Graphic Arts, and it is expected that bids may be called for not later than April 15th.

To return to the principal subject of this report: namely, the unprecedented conversion program to take place on July 3rd and its relationship to the general rehabilitation program, it is only fair to state that it must be accompanied by many temporary inconveniences to the public. This is the price of progress in all undertakings. It is our hope, however, that the public will understand the necessity and will not be unduly critical of our efforts to do a creditable face-lifting job on the entire transit system.

In conclusion, the Commission would like to express to you its appreciation of your unflagging efforts to advance the rehabilitation program and of your aid in promoting departmental coordination without which our progress would have been retarded by many months.

Respectfully submitted,
J. H. TURNER,
Manager of Utilities.

Concurred in by the
Public Utilities Commission:
PHILIP F. LANDIS, President
SAM McKEE, Vice-President
VICTOR S. SWANSON
EDWARD B. BARON
DONALD A. CAMERON

Congratulations To Men Who Passed Inspectors' Exam

The following men deserve praise for the high marks they made on the recent promotive examination. Those who failed also deserve credit for their efforts. If they start to concentrate now on learning all they can, they will undoubtedly qualify on the next examination.

The men are listed in the order in which they passed:

William McRobbie, Clarence Lahey, John Roberts, Vincent Brogan, William Croteau, Julius Schroff, Peter Duffy, Claude Manley, Vincent Senatore, Ernest Fernandes, John Geary, William Bryant, Edward Willebrand, Charles Titus, William Riley, Cecil Butts, Louis Angeli, Mearle Samansky, Charles White, Joseph Logasa, Martin Nicolaisen, John Keough, Raymond Boramé, Shelton Roberts, Gustave Goethals, Duilio Berti, Eugene Rushing, Martin Horan, Chester O'Bannion, Anthony Allaria, Roy Frye, Leslie O'Connor, Robert Williams, Morris Less, William White.

Lewis Burch, Alfred Hawkes, Leslie Foster, Paul Harr, Hosa Stubblefield Jr., Emmet Lavin, George Cushing, James Barnett, Silvio Chiosso, Mike Carpine, Leonid Bulatoff, Edward Coleman, Robert Herbst, John Shine, Joseph Lang, Edwin Holan, Leslie Arnold, Carl Umland, Bruno Antoni, Edward Harmon, Charles Homan, Joseph Gianetti, James McCarthy, Raymond Gnecco, Abner Wilson Jr., Louis Wilbrand, Albert Logasa, John Hurst, Robert Williams, Andrew Baronik, Andrew Leksan, Martin Kelly, Pete Reilly, John Doherty, Ernest Scholz.

Joseph Jennings, William Tillmannshoefer, Walter Woodard, George Hines, Joseph Reich, Frank Johansen, John Mulkeen, Fred Dolin, Leo Mahoney, Joseph Allen, Patrick Riordan, Chester Crawford, Harold DeGabain, Arthur Beaudry, William Carlisle, Thomas Jones, Glenn Hord, Herbert Nelson, John Gillis, Eugene Fontaine, Russell Hartman, James Verducci, Bernard Blessing, Edward Eknoian, Robert Jones, Abraham Eisenstark, David Rice, Albert Steinberg, John McGuire, Harry Brasesco, James Wargo, Adrian Bird, Maritz Martini, Ulick Burke, Aaron Barskey, Daniel Flecher, Gabriel Syobo Jr., Michael de Timofeev, Robert Humes, Paul Young, Erving Crane, Wilbur Wilson and Edmond English.

Trolley Topics

Vol. 4 APRIL, 1949 No. 4

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DICK GRIFFIN ELVEN WHEELPLEY

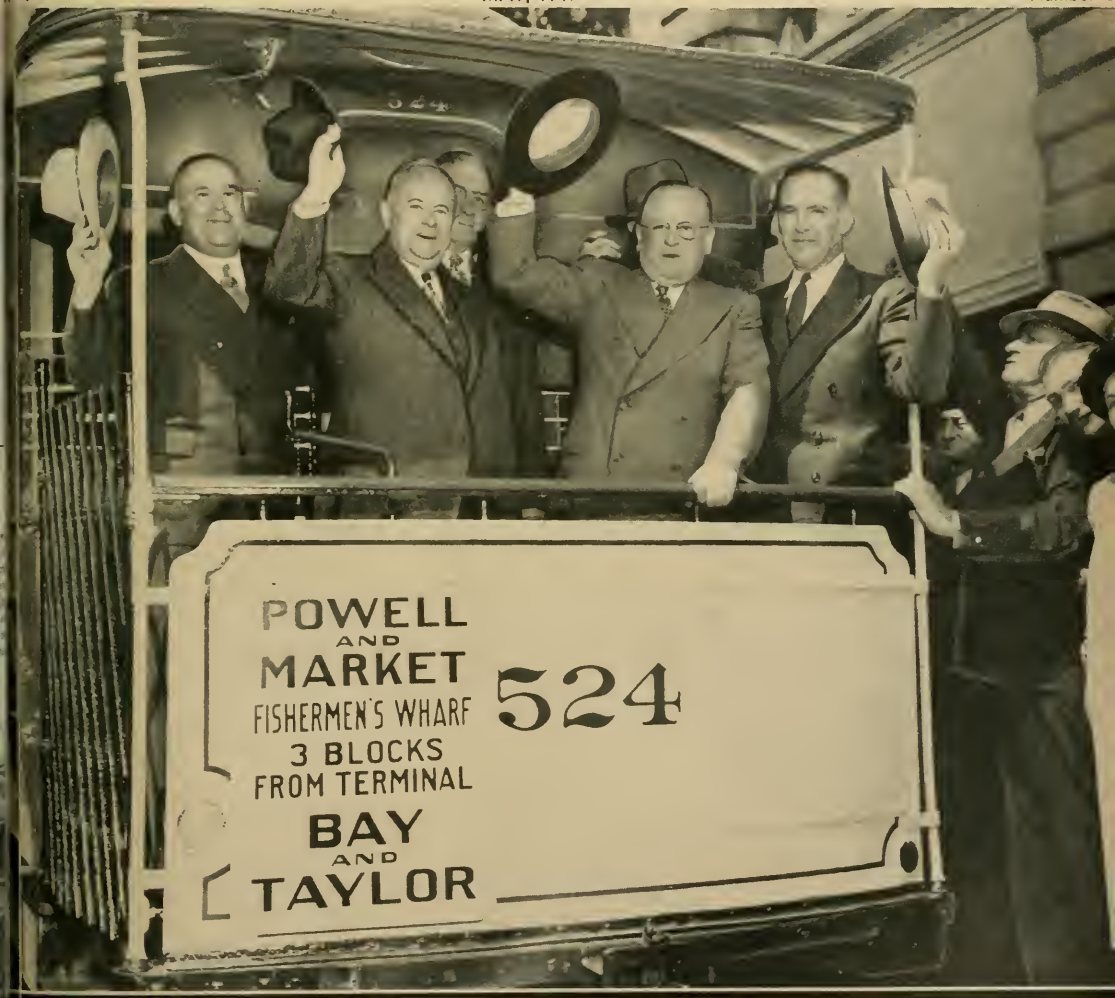
Address communications to 1145 Turk Street, San Francisco 15, Attention Editor.

This picture ,taken February 27, 1948, shows what the Railway had to start with. The old Elkton "junkyard" had to be cleared before construction could start. The tracks were torn up, the incinerator and small buildings were removed, and the scrap was hauled away. Compare this picture with the one on front cover and see how great a change has taken place.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

Vol. 4 MAY, 1949 Number 5



Cable Car 524 gets a rousing send-off to the Chicago Railroad Fair; the Mayor and prominent civic leaders take part in the presentation ceremony. (See story on page 2.)

A truckbed served as the speakers' platform at the cable car presentation ceremony. Above, Mayor Robinson addresses the audience; grouped around him are (left to right): William H. Scott, Miss Alice Bonar, Mrs. Hans Klussman, J. H. Turner, Harry A. Mitchell (behind Mayor), Donald A. Cameron, H. C. Maginn, Mrs. Ann Dipple, Mrs. Cameron, and (seated) Philip F. Landis. Below, all newly painted and polished, Cable Car 524 is ready for its trip east.

Cable Car On Way To Chicago Railroad Fair

Some 500 spectators crowded around the turntable when Cable Car 524 made its last trip down to Powell and Market prior to its departure for the Chicago Railroad Fair. Mayor Elmer E. Robinson was on hand to present the car, which will be a feature attraction of Western Pacific's exhibit at the Fair, to Harry Mitchell, president of the railroad.

The Mayor spoke of the cable car as an "ambassador of good will" from the city of San Francisco to the 500,000 persons who are expected to ride the car free this summer as guests of Western Pacific.

A number of prominent citizens joined the Mayor on the speakers' platform for the ceremony. Philip F. Landis, president of the Public Utilities Commission, served as chairman and introduced those present. Beside the Mayor and Mr. Mitchell, they were Mrs. Hans Klussman, chairman of the "Save the Cable Car Committee"; Mrs. Ann Dipple of the Recreation Commission; "Zephyrette" Alice Bonar; Police Commissioner H. C. Maginn; Utilities Commissioner and Mrs. Donald A. Cameron; Utilities Manager J. H. Turner; and Railway Manager William H. Scott.

Line Department

In a careless moment *Jack Morgan* lost a New Year's Resolution bet which cost him two $15.00 hats. This so incensed our hero that he blew $230.00 on his own wardrobe. (Single too, girls!) . . . We must extend our heartiest welcome to newcomer *G. P. Bledsoe*. The loss to the PG&E was staggering, and the Muni Line Department can use him to good advantage. Incidentally, one of the items Glenn stored carefully in his locker is a book on how to play checkers. . . You can tell *Bob Gates* has just been married by that brand new lunch pail. (After a while you don't get any lunch.) . . . Who is the happiest man in the Line Department? Why, *Chuck Edmonston*, of course. He has been promoted to driving truck No. 137. Listen to him whistle. . . . There is a rumor that *Dave Whelan's* private wash room is to be thrown open to the Line Department. To repeat, this is a rumor. . . . We got a peek at *Doc Augustini's* new Hudson the other day. Contrary to reports that he keeps it blocked up in the garage, the speedometer registered 1500 miles. . . . By-words in the Line Department: "Aw, leave it for the night crew" and "Aw, the night crew got it."

Geneva-Ocean Division

In the Blessed Event Department we extend congratulations to Conductor and Mrs. *Bill Nanzi*, who had a baby boy in April. This is Bill's third, and he says he is still going strong. . . . Another happy couple are Conductor and Mrs. *Ray Whitten*, who have adopted a six month old girl; they have an older boy also. Ray has just purchased a new 1949 Plymouth to take his family riding. . . . Operator and Mrs. *Ezra Holford* became parents of their third baby girl on April 5th, her name is Donna Madge. . . . Conductor *John Cheek* would rate right at the top of the list of granfathers, having passed out the cigars the first time when he was only 37 years old. Now at 45 he has 10 grandchildren and one on the way. Can you top this? . . . Motorman *Eddie (Sandow) Hildreth* challenges anybody to a weight-lifting contest. Eddie practices on the dumbbells daily and says he feels strong as an ox! . . . How's this for going steady: Motorman *Reece Timmer* and Conductor *Jim Gleason* have worked together as a crew about nine years and are still going strong. . . . Congratulations to Conductor *H. L. McCormack*, who was married on April 2nd. . . When are you going to open that restaurant, Conductor *Dan (Mess Sarge) Barrett?*

. . . Late flash: Motorman *James B. Comer, Jr.*, became the father of a baby boy on April 11th.

Railway Mourns Death Of Joseph D. Brogan

The death of our beloved Dan Brogan, Supervisor of Schedules, came as a shock to his hundreds of friends throughout the Railway. In his 32 years of service, Dan had never missed an opportunity to be kind and helpful and had endeared himself to everyone who knew him.

The Public Utilities Commission, at its meeting on April 25th, adopted a resolution in commemoration which read in part:

"WHEREAS, the Public Utilities Commission recognizes the valuable services rendered by Joseph D. Brogan in the interest of the Municipal Railway, the many years of loyal and devoted service, the esteem of his fellow employees:

"THEREFORE BE IT RESOLVED, That this Commission does by this resolution, express to the family of the deceased, its heartfelt sympathy at the loss of Mr. Brogan; and . . .

"BE IT FURTHER RESOLVED, That when this Commission adjourns today, it does so out of respect to the revered memory of the late Joseph D. Brogan."

When Max J. Bartell, Hydraulic Engineer, retired on May 1st after 41 years' service with the city, a large group of friends gathered to pay him tribute. City Attorney Dion Holm acted as master of ceremonies, and many distinguished city officials and guests from all over the state were present. Here Mr. Bartell (standing) thanks the group for its gift and good wishes. Mr. Bartell joined the city's engineering staff under the late M. M. O'Shaughnessy and pioneered on the preliminary studies for the Hetch Hetchy Project. For many years past his work has been directed toward the utilization and expansion of the use of the waters of the Tuolumne River, which is the main source of water supply for the City of San Francisco.

"Pulling From Curb" Accidents Can Be Avoided By Proper Handling Of Coach

The accident reports were almost identical although one was for a motor coach on Mission Street and the other was for a trolley coach on Fillmore Street. Both accidents happened on the same day and at almost the same hour. In both cases an automobile was damaged—the right front fender smashed, the headlight broken, the wheels knocked out of alignment. The same description (in slightly different words) appeared in both accident reports: "Coach pulled out from loading zone and collided with automobile traveling in same direction."

A coincidence? Yes. But not so amazing as it may seem. Pulling out of coach zones directly into the path of another vehicle has resulted in all too many accidents which follow the same pattern. Not very serious accidents, perhaps, but certainly not beneficial either to the Railway or to the operator involved.

Every time an operator zooms out of a bus zone without taking the proper precautions, he's begging for grief. If an accident occurs, he inevitably loses considerable time before he can proceed on his way. In most cases the accident is obviously chargeable on his record. In addition he may receive a citation for violating Section 543 of the Vehicle Code, which states, "No person shall start a vehicle stopped, standing or parked . . . until such movement can be made with reasonable safety." If the accident is a bad one, he may face still more serious charges.

There's no percentage in gambling on risks like these. Operators can protect themselves from this type of accident by obeying the following rules:

1. Look back over the left shoulder before pulling from curb.
2. Utilize inside and outside mirrors.
3. Use hand signal.
4. Make sure it's safe, then proceed.

Geary Division

Motorman *R. G. McCully* was looking very happy and after much persuasion he confessed having gone to Reno and "dood it." . . . Motorman Thomas O'Connor is another recent bridegroom. . . . Our heartfelt sympathy is extended to Motorman *G. C. Phillips,* on the death of his mother; Receiver *Charlie Welch,* on the death of his wife; and Motorman *T. E. Kenny* on the death of his father. . . . Conductors *John Mulkeen* and *E. B. Seals* did a swell job on the Red Cross drive. . . . Conductor *Harold Curry* is now on vacation, and the boys and girls at Geary are getting some wonderful scenic postcards from him. . . . Admiral *Al Benedict* has postponed the launching of his luxury liner, "Bendecos," until a future date due to the fact that he is now sporting a new Packard automobile. . . . Best of luck to Motorman *Tim Hennessey* and Conductor *J. J. Mutter* who retired recently. . . . Our Division Superintendent, *"Smiling Al" Schirmer,* is proud owner of a brand new Buick Sedan. . . . Conductor *R. C. Jones,* our relief dispatcher and receiver, also has a beautiful new Buick. . . . Conductor *A. T. Abbott* had to ask the dispatcher for his own telephone number. . . . Welcome to the Receiver's office are former motormen *A. G. Black* and *A. Mathies.* . . . Conductorette*Mary Avney* has been off on the sick list for some time,and we hope to see her blond curls back very soon. . . . Welcome to the dispatcher's office are *Ben Lacey* and *John Giondoni,* and best of luck to *George Mitchell,* who has been transferred to Ocean Division, and to *Paul Larson,* who is now taking care of Geary and Larkin, day shift.

On Our Cover

The crowd cheered as Cable Car 524 pulled off the turntable for its last trip to the barn before being hauled to Chicago. On the back platform were (left to right) Commissioner Donald A. Cameron, Western Pacific President Harry A. Mitchell, Mayor Elmer E. Robinson, and Manager of Utilities J. H. Turner. (Picture through the courtesy of the San Francisco Chronicle.)

Some of San Francisco's most beautiful models took part in the Cable Car Fashion Show last month. The girls wore styles created by Kay Saks, well-known manufacturers of women's clothing, who have a plant in Apparel City. Above, the girls posed for a picture before the car left Washington-Mason on its trip down to the turntable. At left, Gripman Jim Buskirk took advantage of the opportunity to get his picture taken with some of the pretty models.

24th Street Division

Congratulations are extended to the following operators on the arrival of new offspring during the past month: *Vincent Biagi*, a girl, *George Hines*, a boy, and *Charles Sandoval*, a girl . . . The Easter Parade at 24th Street was led by none other than *Jim Lewis* in his pale blue tie and spats, followed by *"Doc" Cullen* with his pocket full of Easter eggs for the "kids." . . . *Clyde Hardin* can be seen on his day off "bobbing" for fish around Belvedere Straights. The sound of his outboard motor is music to the bass. . . . Gray is fast becoming the popular color at this office . . . Our deepest sympathy is extended to Inspector *Vincent Brogan* on the death of his father

Office Chitchat

Congratulations to all our smart people who have bene doing so well on the exams. *Jim Finn* passed No. 2 on the Sr. Personnel Assistant list, and the following all made the list for Cashier: *John Whitney, Richard Mangan, Joseph Beaumont, Alvina Giancebi, Rose Lewis, Dignan Hautmann, Michael Merdich, Horace Hopkins, Ernest Cordini, Cecile LeGallee, Raymond Farrell, Mollie Luman, Clyde Onstot, Alice Grant, Frank Scherzer, Elizabeth Johnson, Frank Pillman, Paul Rodgers, Theodore Green, Myrtle Ann Loebbing* and *Paul Carr*. . . . "Penny," the Princess of the Paint Shop, is prancing around as proud as punch because she had her first litter of puppies. Mother and family are doing well. Incidentally, to ape Herb Caen, they are all boybies. . . . The lads are bowling again at Bagdad on Thursday evenings in their annual Summer League. After three weeks of play, Elkton No. 1 leads the ten team loop with eight and one. Captain *Lloyd Imeldi's* "Jolly Boys" are hot on their heels with seven and two. *George Anthony* of the Shops is packing the highest average, a cool 180, and *Jim Paget* arrows the way to the office gang with 168. . . . *Connie Morena* celebrated Mother's Day with the help of a beautiful new baby girl, Geraldine . . . Geary offices welcome the following new employees: *Thomas Dohn*, formerly of City Hall, to Schedules, *Gerald Sheehy*, who was with the Public Health Department to Timekeeping, and *Theodore Haas* from the Geneva office to the Accounting Department.

Track Department

John Lee, Compressor Operator, has retired after many faithful years between the Water Department and Railway. With all the leisure time on his hands, he will now concentrate on improving his performance of Irish dancing. Johnny claims with a little more practice he will give lessons to *Tim Mahoney* or anyone else interested. His many friends in the Railway wish him a long and pleasant life ahead. . . . Back to work after a siege of illness is *Pat Kelleher*; *Dan Griffin* is still off under doctor's orders. . . . With the cold season over, the department has been hard hit by a number of accident cases. We wish all a speedy recovery. . . . It is with deep regret that we mark the passing of *Maurice O'Sullivan*, Trackman. He was one of the finest and best-liked men in the department. On behalf of his fellow employees we extend to his wife and family our sympathy in their bereavement. . . . Superintendent *John Ryan* is mighty proud of son Robert, age 20, who graduates from City College next month. Bob is quite an athlete, too, and swims for the Olympic Club. . . . Our sincere sympathy goes to Trackman *C. E. Panigiris*, whose only son was drowned while attempting to rescue his own boy from drowning. The lad was rescued by someone else

Our Commissioners found much to interest them on their tour of Railway properties last month. They started off from Washington-Mason Division and visited Geary, Sutro, McAllister, Potrero, 24th Street, Ocean and Geneva. (1) At the cable division, General Manager William H. Scott, Commissioner Sam McKee, Cable Machinery Superintendent Frank Doyle, Division Superintendent George Lewis, Commissioner Donald A. Cameron and Superintendent of Equipment C. D. Miller discussed the operation of the cable system. (2) At Central Control, Manager of Utilities J. H. Turner, Mr. McKee, Commissioner Edward B. Baron and Commission President Philip F. Landis questioned Inspector W. L. Harrison about the radio station's functions. (3) Dan Galvin and Dorothy Johnson of the Money Room showed the Commissioners how one of the coin-counting machines operates. (4) At Ocean garage, Mr. Cameron, Mr. Turner and Mr. Baron inspected the overhead hoses which furnish oil, air and water throughout the shop area.

Bureau of Engineering

Our Mechanical Draftsman, *Otto Heyer,* finally bought a new car after waiting 13 years. . . . Just back from their early vacations are *Bill Merritt* and*George Killin* . . . *Glen "Sachel" Smythe* is on two weeks' military leave, probably feeding the fishes somewhere on the high seas. . . . It has been definitely established that the following members are about to become papas: *Danny Lucey, Jeff Jeffers, Ray Remmel, Parky Wong* and *Bill Merritt.* Wish them all twins. . . . Spring is really here. We notice fresh flowers daily on *May Chan's* table and on *Jackie* (that's our steno) *Jackicich's* desk. . . . *Mike Tourubaroff,* who worked here before, is back in this department working off the regular Mechanical Draftsman's list. . . . A lot of the boys are tensely awaiting the outcome of recent electrical engineer's examinations. Hope they make out right at the top of the list. . . . *Charlie Reed* took a qiucky trip around the Mojave Desert the other week-end. . . That ear-to-ear grin of *Bill Bendel's* means he's thinking of next month's vacation trip to Alaska.

Shop Notes

Figures may not lie, but some of Elkton's bowlers contend they may be misleading. Come the next meeting in the new Transportation League between the so-called Elkton No. 1 and Elkton No. 2 teams, the No. 2 team members propose to prove that just because you have a No. 1 after your team name is no indication you are the better bowler. Rival captains *Bill Roddock* and *George Anthony* are prodding their players for top performances, and spectators are warned to beware of flying pines. . . . The *Art Hughes* who won one of the runner-up trophies in the recent Open City Golf Tournment is none other than Elkton's machinist, who may be seen every day working at his lathe as if nothing at all had happened. . . . *Ed Hayes* is also taking up golf and promises to give Art some keen competition in the near future. . . . In connection with *Bress Corley's* recent tussle with Virus X, a conversant on the subject was heard to say it was thought Bress had "acute something or other." *Jim O'Donnell* suggested that it might be "a cute blond." How about it, Bress? . . . *Sam Chamberlain* and *John Stacker* were presented with retirement gifts through the Shopmen's Gift Fund and wish to thank employees who contributed to this fund. . . . Sympathy is extended to *Ray Anderson* of Potrero in the loss of his father and to *William Murphree* in the loss of his wife.

The conversion of Potrero carhouse to a trolley coach maintenance yard is scheduled for completion in June. With five new trolley coach lines starting operation on July 3rd, the 250 coach capacity yard will be a busy place. This picture shows some of the construction work now in progress. The main repair shops will be located in the lowel level of the building, and the upper level will be used for the regular daily inspections. In the foreground can be seen one of the three bus washers which are being installed.

Sutro Division

There's a little story behind that addition in the gilley room. But your reporter thinks that *Papa Schirmer* was really trying to make amends. We had spent Inspector *Henry Bobbin* for some coffee, and he came back with it in a milk carton. Not stopping to think, we drank. And the results were very amusing to Papa. We were fishing melted wax out of our mouths for a half-hour afterwards. . . . Congrats Department: The first new papa was *L. A. Dessauer* with a baby boy on April 1st. Also *C. Punzal* was a papa for the second time on May 2nd. It was a baby girl. . . FOOD FOR THOUGHT (or you name them): The only grandma in the barn has her pet peeve, the school tickets. Under the chin changer, *N. Gaylord*. The very good impersonation of Hitler, even to the mustache, *Edward Schulman*. The only time he's quiet, when he's working a crossword puzzle, *Harold Giese*. *K. Finnis*, running between his collecting and finishing his run and just making it on time. Paying for his third pair of glasses in three months, and he doesn't look the type to fight, *Joseph McGowan*. Then there is little *Mary Ball* with her ever ready stick of gum for all her friends *E. G. Holmes* with his half-on, half-off glasses. And how about *A. (Groucho Marx) Adams* with his pet peeve, the Seals? . . *Conrad Petrucela* took leave last month to get married. Congratulations

McAllister Division

Best wishes to Receiver *John Shea*, who has left Geary Division and is taking register readings at McAllister. Everyone is glad to have *Elmer Merrill* back on the job for Monday and Tuesday nights to take Receiver Shea's place on his days off. . . . *Mildred Sharp* is driving a nice new DeSoto, and we know that in June the roads to Nevada will see a lot of this new car. . . . Operator *Clarence Sweet* is having a well-earned vacation and is missed around the Garage Yard in the mornings. . . . Our sincere sympathy is extended to Operator *Lee Hobson* on the death of his mother. . . . Many of our friends and patrons are wondering just where to board a bus these days, and some of the operators are having plenty of trouble hitting the right streets. Detours and detours. Well, the streets will be nice to run on after the work is finished. . . Everyone misses *Jim Wilson* around the Garage, but we wish him good luck in his new job as secretary of the A. F of L. . . Operator *W. Herton* was injured in an automobile accident, and we wish him a speedy recovery . . . Operators *S. L. Roberts, Raymond Shiver, Edward Hoover, Fred Anderson, Sr. Gallegos, Martin King* and *Charles Parish* are away on vacation, and we will just have to wait until they return to find out where they have been . . . Collector *Louis Maurer* was away the first of the month on a trip to Los Angeles . . Operator *E.*

Our Sister Utilities

The Airport engineers are spreading their wings to take off from 425 Mason Street to 45 Hyde Street; they don't know whether to pull up their landing gear or not for that short trip. We'll miss *"Clock-winder" Goobich*, the traveling salesman and his wild bets with *"Stem-winder" Archer*, and the way he pays off "Old Money-bags" with beer caps. . . . A radiant bride was *Jackie Willard Sauer* who was married to *R. A. Wabraushek* on April 8th at Del Monte Chapel. . . We welcome *Jimmy Burns*, formerly with the Board of Education, to Hetch Hetchy Accounting Department. . . . *Grace Gitsham* has again returned to the fold at 425 Mason, transferring her affections from 2600 Geary. . . . "Twinkle-toes" *Max Briscoe* was runner-up in a prize waltz contest—perhaps another Fred Astaire in our midst. . . . Mr. and Mrs. *William Tong* became parents of a baby boy, William Benton, on March 2nd. . . "Commissioner" *Leo Smith* blossomed out with a new suit on two consecutive days. Other fashion plates are *Tony Russo* and *Herb Paulive*, who are giving each other quite a race for the title of "best dressed man" in the S.F.W.D. Accounting Department. *Edgar McAuliffe* of BLHP is right in there too. . . . *Moe Rader* deserted us for a vacation. He said he was going down to L A . not to see how they live, but why! . . *Bill Gardella* goes vacationing next; he has his sights set on Kansas City . . *Robert Rockwell* has joined Tom Irwin's staff as Assistant Director of the Bureau of Public Service.

Beene is getting ready for a fine fishing trip for he purchased a new pole and a new tackle box. We hope he catches more than he can eat!

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Virgil S. Packard, Geary. "His kindly voice and courteous answers did much toward bolstering the waning spirits of confused travelers. One old lady asked him the same question three times and received a patient and courteous answer each time. Finally she sat down and I heard her remark, 'God bless that boy for his kindness —I was so mixed up.'"

A. W. Todhunter, Ocean "No. 909 is one of the most courteous and competent drivers that we have had on this line. He is very patient, waiting for people who are elderly and slow, but keeps a perfect schedule. I can rely on taking this bus every morning at the same time, which makes my traveling easier."

James C. Albee, Washington-Mason. "I have watched him dash off his car and gently lead a blind man to the platform and see him to safety again at his stop. He always had a pleasant word for this blind man and for strangers who asked directions and for all us riders."

Eugene W. McIsaacs, Utah. "Driver 905 is courteous and very attentive to all passengers. He gives information to people as they board at the Depot that is a credit to your company. He not only calls all streets but tells people when and how to board at transfer corners."

C. Shields, Geneva. "I had lost my wallet and he paid my fare and even offered me money to tide me over. This kind gesture I haven't forgotten and again want to thank him."

K. H. White, Inspector, and *Margaret Burns,* Telephone Operator. "Upon arriving home, I noticed my newly purchased shoes were not among my many bundles. I telephoned to report the incident, and the operator was most efficient and courteous. She directed a call to the Inspector, who stopped the car on its return from the Beach. In my confusion it certainly was heart-warming to be treated so kindly by two of your employees."

Kenneth T. Cruise, Potrero. "Not only does he possess a sense of humor, but in the operation of his bus he starts and stops carefully, always pulls in towards the curb for passengers' convenience, calls all the streets, etc. Twice I have seen him leave his seat to aid a blind man and a cripple to board his coach."

H. L. Emge, Sutro. "I am enclosing a dime to be refunded to Conductor 4286, who very kindly paid my wife's fare when she got on the car without her purse. Will you kindly give this to him, together with our deepest appreciation for his courtesy."

Leo T. Martin, Potrero. "As I am not acquainted with the streets of San Francisco, he very conscientiously, by looking over the little booklet, found the street for me, instructed me how to find it, where to transfer and where to get off. I wish others would have the same kindness this man has."

David R. Siemens, McAllister; *W. D. Hutchinson,* Inspector; and *Milo Walsh,* Lost and Found. "I was ill the night I left my purse on his bus. Ordinarily I do not carry as much cash with me, but I had not yet deposited my pay check. I wish it were possible to express fully my gratitude. I realize that the enclosed check is far from adequate, but at least it will be a token of my appreciation. I am also deeply grateful to Mr. Hutchinson as well as to the courteous young man at the Lost and Found office who returned the bag to me."

W. O. Tillmannshoffer and *Joseph Graham,* Sutro. "Just wanted to tell you what kind and courteous treatment I received from the motorman and conductor when I fainted on one of your D cars last Friday. They cared for me until the ambulance arrived. I am now at the Alameda Hospital and after blood transfusions am better. Thanks a lot for what your men did for me."

Others commended were: *Curtis Green,* Ocean; *Henry Jahnsen,* McAllister; *James S. Morrow,* Geneva; *A. Todhunter,* Ocean; *Arthur Carrington,* Sutro; *Henry Hogan,* Sutro; *Alex Brusuelas,* McAllister; *Frank Barone,* McAllister; *Ethel Rutland,* Geary; *Neil Gaylord,* Sutro; *F. B. Buckner,* Sutro; *Jessie Williams,* McAllister; *Paul Tufo,* Utah; *Paul Williamson,* Potrero; *P. E. Pate,* McAllister; *Howard Pugh,* Ocean; *Curtis Combs,* McAllister; *Frank Offen,* Geneva; *Eber Becker,* Potrero; *August Musante,* Geneva; *T. R. Paulson,* Geary; *Richard Elder,* Ocean; *A. L. Hamilton,* Ocean; *Andrew Houston,* Geneva; *R. H. Simpkins,* Ocean; *Eldridge Moore,* Geary; *Carl J. Schmidt,* Geary; *James Burgess,* McAllister; *Mike Carpine,* McAllister; *James Morrow,* Geneva; *Martin Cortesi,* Ocean; *Peter Diduch,* Geneva; *J. H. Goldsworthy,* Geary; *Bert Simpson,* Ocean; *Ruth Logasa,* Geary; *Martin Horan,* Potrero; *Charles Gardner,* Sutro; *Leslie Myers,* Geary; *Ophia Hicks,* McAllister *Joseph McQueen, Jr.,* McAllister; *Norman Judson,* McAllister; *J. G. Robinson,* Ocean; John Morris, Washington-Mason; and *Solomon Warner,* Ocean.

Trolley Topics

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Goodwill

Let us always remember that anyone who asks us a question or seeks our assistance in any way, offers us the privilege of creating goodwill for the Municipal Railway. Let us make the most of these opportunities to make friends for our company. Let us not throw that privilege away.

Employees Offered Chance For Self-Improvement In Safety Training Classes

Most men went to be successful in whatever line of work they are doing. They are anxious to learn all they can that will perfect them at their jobs.

Municipal Railway employees should be vitally interested in learning about safety because safety is such an important part of their job. Every accident is a blot against the employee's record, and that record may have to be produced at any time to serve as a witness for or against the employee.

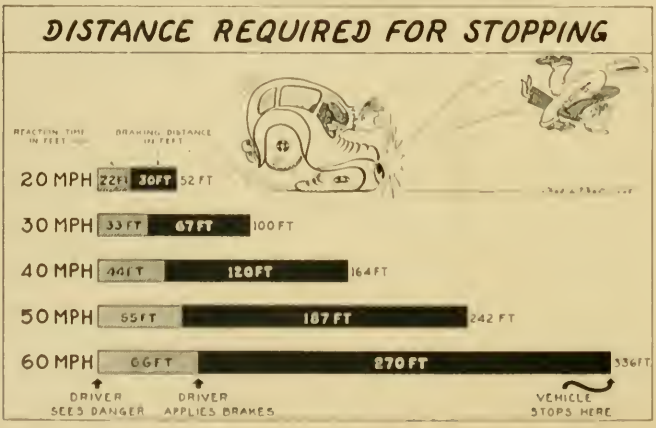
It's not surprising that over 600 Railway men have signed up for the Safety Fleet Training classes now being held at Potrero Division. The surprising thing is that about 1800 men apparently are not sufficiently interested in the work they are doing to want to learn how to do it to the best of their ability.

According to class director Wm. D. Ratto, the men who already are doing a good job are the ones who have shown most interest in the classes. These are the men who have demonstrated all along that they are anxious to do their job well.

The ones who really *need* the instruction have just the reverse attitude. They don't care about doing their job well, and very few of them have shown a desire to improve. A recent survey of 224 employees who have the highest accident frequency rate shows only 15 attending safety classes.

Here's a chance for every man to put himself on the right track, no matter what his record has been in the past. Registration blanks are in the dispatchers' office, or employees may sign up at class sessions. Why not join one of these groups and find out just what the classes have to offer

Instructor Bill McRobbie shows some pictures of the results of careless operation to one of the safety classes at Potrero. Over 600 men are enrolled for this free training, and it is hoped that all transportation personnel will eventually complete the course.



This chart is based on a reaction time of 3/4 second, the average time consumed by a fairly alert driver between the instant he sees the danger and the instant he can step on the brake. It's a good idea to keep these figures in mind—and remember that this chart shows the stopping distance required for an ATTENTIVE driver—the danger will be greatly magnified if his attention wavers for a fraction of a second.

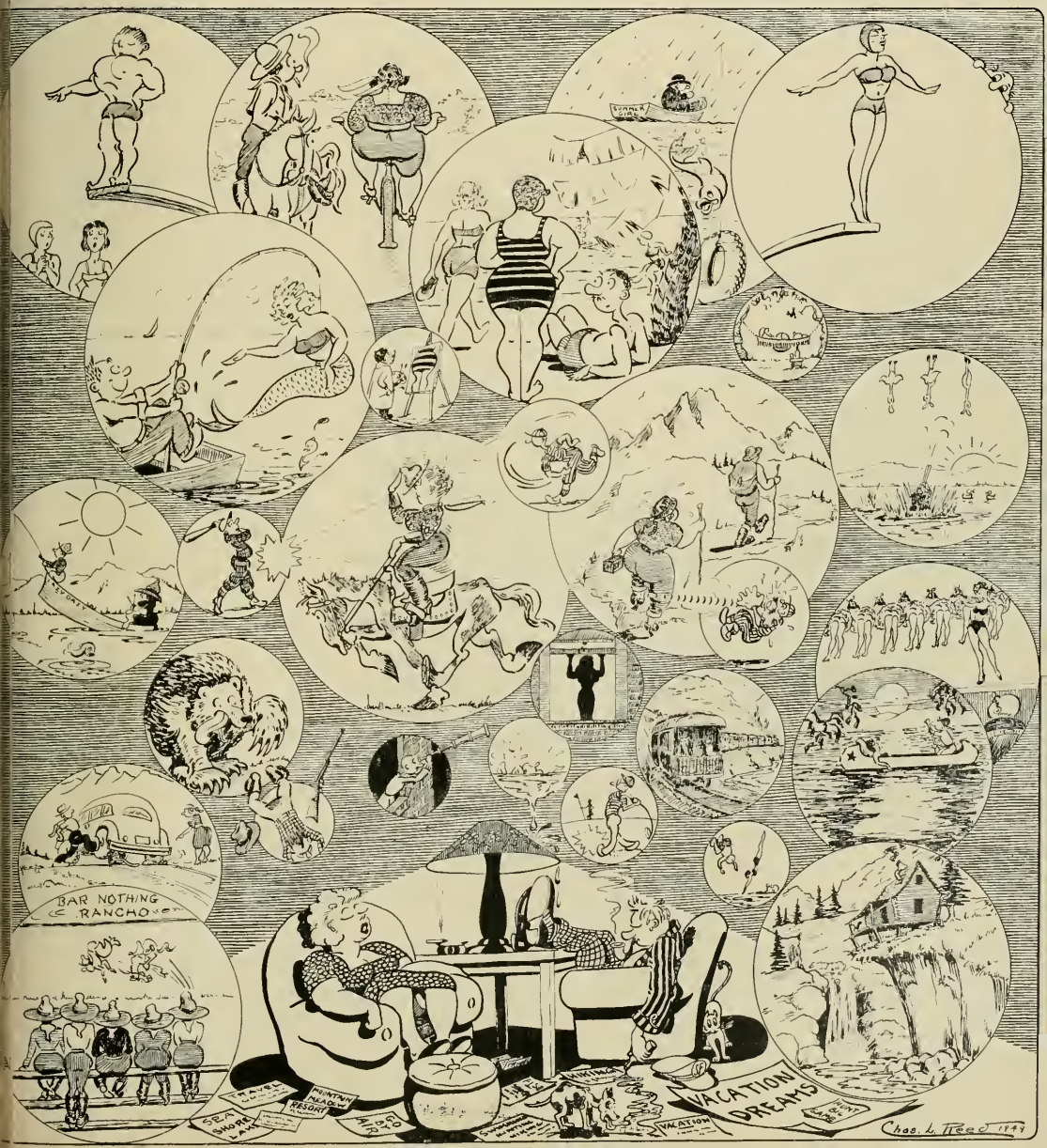
Potrero Division

Conductor *George E. Hastings*, one of our old-timers, is recovering nicely after a serious operation. George just retired from the service on April 28th. We wish him long life and happiness. . . . That new Ford you see roaming the streets with the handsome operator behind the wheel is none other than Operator *William Boyd*. . . . We wish at this time to send greeting to Conductor *John DeLury*, who has been on sick leave for some time. Hope to see you back real soon, John. . . . Operator *L. C. Williams* is going around these days with his chest out. He just recently became the proud father of a baby girl. Mother and babe are doing nicely . . . *Francis "Doc" Davis* sends greetings from Guam to his friends at Potrero. He is now an operating engineer and was on Okinawa for a year prior to his transfer to Guam. *Walter Young* has been keeping him abreast of Railway news by sending him copies of Trolley Topics . . . Operator *T. E. Williams* is very fond of T-bone steaks these days

TROLLEY TOPICS

MUNICIPAL RAILWAY S.F.

ue 4 JUNE, 1949 Number



Big Change-Over Will Take Place Next Month; 14 Lines Involved In Huge Conversion Program

San Francisco's transportation program will take a tremendous stride forward on July 3rd when one of the biggest single day conversions of surface routes in transit history will take place.

The 14 lines affected in the change-over involve 300 pieces of equipment and 146.76 miles of routing. They include:

(a) Five new trolley coach lines (5, 6, 7, 8 and 21) covering 53.66 round trip miles and employing 141 coaches.

(b) Nine new or extended motor coach lines (1, 2, 3, 4, 20, 25, 31, 55 and "H"-night) covering 93.10 miles and employing 159 coaches.

In addition 66 oudated street cars are scheduled for retirement after they are released from service on five abandoned stret car lines.

Following are routes and data on on the new lines:

TROLLEY COACH LINES

No. 5 McAllister

From Ferry via Market, McAllister, Central, Fulton, LaPlaya to Balboa. 14.24 round trip miles. 38 trolley coaches. (Turns back at Market nights, Sundays and holidays making loop via McAllister, Leavenworth, Golden Gate, Jones and McAllister.)

No. 6 Haight-Masonic

From Ferry via Market, Haight, Masonic, Frederick, Clayton, Parnassus, Judah, 9th Avenue, Ortega, 10th Avenue, Quintara to 11th Avenue. Return via reverse of above to Haight, then Laguna, Page and Market to Ferry. 13.54 miles. 18 trolley coaches.

No. 7 Haight-Stanyan

From Ferry via Market, Haight, Shrader, Waller to Stanyan. Return via Stanyan, Haight, Laguna, Page and Market. 8.06 miles. 35 trolley coaches.

No. 8 Market-Castro

From Ferry via Market, Castro, 18th, Collingwood, 19th to Castro. 6.96 miles. 21 trolley coaches.

No. 21 Hayes

From Ferry via Market, Hayes, Stanyan, Fulton, 6th Avenue, California, 8th Avenue to Clement. Return via Clement, 6th Avenue, etc. 10.86 miles. 29 trolley coaches. (Turns back at Market night, Sundays and holidays making loop via Larkin, McAllister, Leavenworth, Golden Gate, Jones and McAllister; returning via McAllister and Larkin to Hayes.)

MOTOR COACHES

No. 1 Sutter-California

From Sansome and Sutter via Sutter, Presidio, California, 6th Avenue, Clement, 32nd Avenue, Geary, 33rd to Clement. Return via reverse of above to Sutter, Sansome, Bush, Battery, Market, Sutter to Sansome. 11.28 miles. 15 motor coaches.

No. 2 Sutter-Clement

From Sansome and Sutter via Sutter, Presidio, Euclid, Arguello, Clement, 33rd Avenue, Geary, 48th Avenue to Point Lobos. Return via Point Lobos, 47th, Geary, 33rd, Clement, etc. Inner loop as for No. 1 above. 13.08 miles. 17 motor coaches.

No. 3 Sutter-Jackson

From Sansome and Sutter via Sutter, Fillmore, Jackson, Presidio to California. Return via California, Walnut, Sacramento, Presidio, etc. Inner loop as for No. 1 above. 6.98 miles. 15 motor coaches.

No. 4 Sutter-Divisadero

From Sansome and Sutter via Sutter to Divisadero. Return via Divisadero, Bush, Scott, Sutter, etc. Inner loop as for No. 1 above. 4.78 miles. 16 motor coaches.

No. 20 Ellis-Beach

From Ellis and Market via Market, Mason, Ellis, Divisadero, Oak, Stanyan, Frederick, Lincoln Way, Great Highway, Balboa to terminal at La Playa. Return via reverse of above and Ellis to Market. 15.26 miles. Night, Sunday and holiday service to S. P. Depot from Ellis and Market via 4th, Brannan, Third, and Townsend to terminal at S. P. Depot. Return via Townsend, 4th, Ellis, etc. 17.22 miles. 17 motor coaches. Peak periods alternate coaches to 20th and Lincoln Way.

No. 25 Bryant-Bayshore

From 5th and Mission via Mission, 6th, Bryant, Army, Bayshore, San Bruno to 3rd. Return via reverse of above to Mission, Mint, Jessie to 5th. 11.14 miles. Nights, Sundays and holidays route extended to Arleta and Bayshore via Wilde, Brussels, Harkness, Goettingen, Wilde, Delta, Tioga, Rutland, Visitacion, Peabody, Leland, Alpha, Arleta to Terminal. Return via San Bruno, etc. 12.90 miles. 17 motor coaches.

Sutro Division

You asked for more, you get 'em! Food for thought: Where does our esteemed Janitor, *Earle Porter,* disappear to when he's not in or around the gilley room? Shop Foreman *Harry Barron's* lovely garden, which is all in bloom, shows the work that he's put into it. *Martin Deane* and his brand new game of golf—also his pep talks. *Ed Dyson,* very popular and very busy with the general sign-up. Our good errand boy, *Charles P. Johnson,* getting cars back from Geary. Also the "long" *(Farrell Long)* and the short *(Harold Giese).* When it comes to the six-footers, you have *Bob Walker* and *H. L. Bigelow.* Our other conductorette, *Mrs. Ida Kime,* has an addition in her family—not what you think—just a little kitten . . . Inspector *H. Bobbin* has gone to Nevada for his vacation; very competent *Joe Slevin* takes his place. . . . We were sorry to hear of the death of *George Wuttke's* wife.

No. 31 Turk-Balboa

From Eddy and Market via Market, Mason, Eddy, Divisadero, Turk, Arguello, Balboa, 33rd, Anza, 32nd to Balboa. Return via Balboa, Arguello, Turk, Mason, Eddy to Powell. 9.98 miles. 33 motor coaches. Peak periods alternate coaches to Arguello. (Shortly after July 3rd the one-way streets on Turk and Eddy will be reversed and coaches will go inbound on Eddy to Market, out Market to Turk, and outbound on Turk Street.)

No. 55 Sacramento-Clay

From Sacramento and Embarcadero via Sacramento, Arguello, Lake, 6th Avenue to California. Return via California, 5th, Lake, Arguello, Sacramento, Gough, Clay to Embarcadero. 8.18 miles. 12 motor coaches. Peak periods alternate coaches to Fillmore.

"H" Potrero

Motor coach service nights, Sundays and holidays. From Potrero and Army via Army, Hampshire, 25th, Potrero, Division, 11th, Van Ness to North Point. 8.70 miles. 17 coaches.

OTHER CHANGES

Two other changes in routing will be made. The "H" street car line will be terminated at Army Street in order to make way for Bayshore Freeway construction; extension of the No. 25 line will cover the remainder of the present route. The No. 16 night, Sunday and holiday service will terminate at Haight and Masonic; there is no change in day service.

Here's Chance To Brush Up On Railway Rules

In order to assist new employees and to serve as a reminder to older employees, some of the more important bulletins concerning operating rules will be printed from time to time in Trolley Topics. Following are two bulletins which deserve careful attention:

No. 803 Conversation

Complaints have been received that motormen and bus opertors have been engaging in unneccessary conversation with passengers or other employees of the Railway.

This is a definite accident hazard and a violation of the local ordinance.

Motormen and bus operators are hereby instructed to avoid unnecessary conversation while operating their vehicles. Severe discipline will follow any future violations of this order!

No. 469 Pasing Up Patrons

Willful and deliberate passing up of patrons—and there are many instances of it every day—is one sure way of hurting our business tomorrow.

An employee may be disciplined for passing up patrons, but that does not help those who wanted to board his vehicle. Nor does it make them feel that they want to continue using the service.

When a patron buys a ride on a street car or bus, he is entitled to service—and that includes not only a ride but also courteous, civil and considerate treatment and operation of the vehicle in a manner not to cause anxiety for his safety.

The passenger has a right to expect the first car or bus that comes along to pick him up. When it fails to do so——particularly when it has room —it is inconceivable that any responsible conductor, motorman or operator in our service would be guilty of such a cardinal violation of our rules.

LOSS OF TIME FROM DUTY CAN BE AVOIDED BY SIMPLY PERFORMING YOUR REQUIRED DUTY.

Garage Exhaust

Somehow the passage, "Blessed are the meek for they shall inherit the earth," came to mind when the people of Utah Garage assembled at the head waters of garageman and erstwhile artilleryman *Johnnie Patkin's* steam-cleaning rack the other day to pay him homage. Johnnie's continual cooperation was reason enough, but his outstanding spit and polish work in preparation for the Open House on May 22nd provided extra impetus for special recognition. A certificate of merit, produced and subscribed to by co-workers, was presented by *Bud Soward*. Sundry items designed to contribute spirit and zest to a Russian-style Smorgasbord for John and his wife were presented by *Fred Martin*. Freddie summed his comments appropriately by adding that of all people in the place, Johnnie was the one most missed when on vacation. . . . *Frank Marshall* is still breathing hard from landing the largest ling cod reported caught on the coast. Frank was hailed before the "Fishin' Fool" on KROW to speak on his death-defying struggle with the 52-pound baby. . . Frank's side-kick, *Bill James*, apparently tired of hearing about the fish so he took unto himself a bride. Our very best wishes go to Bill and Audrey James. . . More about *Frank Scherzer's* fighting 24th Street Tigers next issue. A very hot ball club.

A lady was riding on the train with her son. When the conductor came by she said, "A fare for me, and half fare for the boy." The conductor looked at the boy and said, "Lady, that boy's got long pants on." "In that case," said the lady, "a full fare for the boy and half fare for me."

Over 800 people accepted the Municipal Railway's invitation to view its properties at the Open House Tour last month. The 20 bus-loads of spectators started off at City Hall and visited Geary, McAllister, Potrero, 24th Street and Ocean Divisions. At right is a part of the crowd watching a coach go through the washer. Below are some of the Railway men who conducted the very successful tour.

Last Of Old Market Street Electric Lines Will Fade Into History Next Month

The conversion on July 3rd of the last of the old Market Street Railway Company street car routes to modern equipment will mean much in the progress of the Railway's rehabilitation plan. It will also bring a touch of regret to many San Franciscans who have watched the growth of their beloved city by following the spreading pattern of rails which were so closely associated with its development.

SUTTER STREET LINES

One of the earliest car lines to be operated in San Francisco was along Sutter Stret. It was a horse car line extending from the city front at Vallejo Street along Front, Sutter, Polk and Larkin to Broadway with a branch line from Sutter and Larkin to Ninth and Mission Streets. The franchise was obtained by the Front Street, Mission and Ocean Railroad Company in 1863, and the line was formally opened for service in November, 1866, with six green 20-passenger horse cars operating.

The hopeful real estate operators who promoted the enterprise in order to sell lots in this barren area were disappointed in their campaign and had to pay off the building contractor, Henry Casebolt, with stock in the company. Casebolt soon found himself in control, and adopted many innovations which contributed to the road's success.

One of these was the ingenious "Balloon Car," a light, 14-passenger car which could be turned upon its truck. At the end of the line, the driver simply removed a pin and led his horses in a semi-circle until the car was reversed. This eliminated the necessity of unhitching the horses or of providing a turntable.

When Andrew Hallidie introduced the cable car on the Clay Street line, Casebolt was quick to "modernize," and on January 27, 1877, the newly-named Sutter Street Wire Cable Railroad Company was opened for service. The cars consisted of the usual cable trains of the period, that is, an open "dummy" or grip car and a closed trailer of the horse car pattern, both cars being of the four-wheel variety. That the opening day did not come off as smoothly as could be desired is indicated by this news item in the Evening Bulletin of January 29, 1877:

"The Sutter Street Wire Cable Railroad was formally opened on Saturday afternoon. During the greater part

(Above) The sensational "Balloon Car" of the Sutter Street Railway Company was invented in the 1870's by Henry Casebolt. The car was equipped with a patented device which allowed the body to be rotated on its truck so that no turntable was needed. (Center) The Sutter Street lines were converted to cable in 1877 and used the standard dummy and trailer of that period. This picture was taken around 1885 at the terminal on Presidio Avenue. (Below) Open cable trains carried big loads of women shoppers to and from town in the 80's.

of the day the cars were hauled over the road by dummies, but before night horses had to be substituted owing to the stretching of the cables. Some of the dummies also failed to work as smoothly as desirable. One of them broke away from the car it was hauling at the Dupont Street crossing and the engineer was unable to loosen the grip on the cable until the dummy came to grief at the Market Street terminus of the road. After a few days running the cables and dummies will no doubt be in splendid working order."

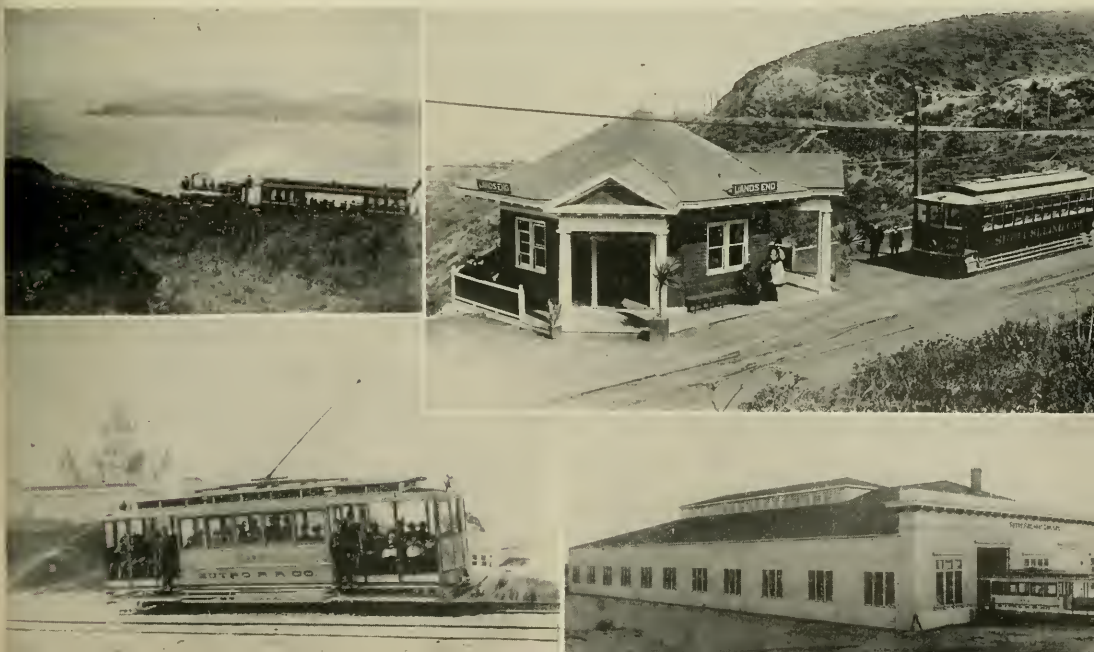
The original cable section was sandwiched between horse car lines at either end. Later the Sutter Street cable line was extended to its final outer terminus at Sutter and Central (now Presidio) Avenue. Here connections could be made with the Ferries and Cliff House Railway, a narrow-gauge steam line which originated in a large, rambling, wooden station located on the northwest corner of California and Presidio, and which extended out California to 33rd Avenue where it turned into a private right-of-way around the cliffs at Lands End and terminated at a station at 48th Avenue. A branch line operated across 7th Avenue to the brownstone station which is still standing in Golden Gate Park.

This trip required an extra fare, however, which displeased Adolph Sutro who wanted a five-cent fare from downtown to his Sutro Baths at the Beach. He made many unsuccessful attempts to force the exchange of transfer privileges, which were blocked largely by the Ferries and Cliff line. When Sutro finally had to resort to building his own line in 1895, he cherished no love for the steam road, and he not only built a competing electric line along Clement Street to the Cliff House but also constructed a branch line along Eighth Avenue to compete with the steam line's branch on Seventh Avenue. This cut-throat competition in sparsely settled territory had a devastating financial effect on both lines, and the Sutro line was never a monetary success. Sutro did accomplish his objective of a five cent ride from the Ferry to the Beach, however, and achieved such popularity from this measure that he later became mayor of San Francisco.

In 1902 the Sutter cable line and and the steam and electric roads to the Beach all became part of the property of the United Railroads. The steam road was converted to electric operation in 1905. At that time passengers had to transfer at Presidio Avenue from the electric lines to the cable line, and at Sansome the cable car dummy was switched back and the car was taken on to the Ferry by horses. After the fire of 1906 Sutter cable was made into an electric line connecting with the two electric lines running outbound from Presidio. In the latter part of 1907 when all routes of the United Railroads were given numbers, these two Sutter lines were given the designations of No. 1 (Sutter-California) and No. 2 (Sutter-Clement).

Through electric lines went to the Ferry until June 1, 1908. At this time the city, which had declared for municipal ownership in 1900, contested the right of the United Railroads to operate electric cars over tracks governed by a franchise covering horse cars. The city won its case, and horse-drawn cars were returned to the outer tracks between Sansome and the Ferry until June 3, 1913, when the city had to reverse its stand in order to be allowed to operate its own Geary Street cars on these tracks. With the reestablishment of through electric

(Upper left) The Ferries and Cliff House line around Lands End (original No. 1 line) was built in 1887 and was equipped with small steam engines and both open and closed coaches. The line was converted to electric operation in 1905, and sight-seeing cars (upper right) took passengers along this scenic route to the waiting station at the end of the line. Lower pictures show the competitive Sutro electric line (original No. 2 line). At the left is a car approaching Sutro Baths in 1897; the old Cliff House is in the background. At right is the Sutro Barn shortly after it was built. The road commenced operation February 1, 1896.



(Above) The first cable cars on Castro Street were the ivory-colored cars of the Market Street Cable Railway Company. The line was started in 1887 and this picture was taken in 1890. (Below) Opening day of the Metropolitan Railway, one of the first electric traction companies, found this group assembled for the trial run. The line had three cars in operation at that time.

service, the last horse car line in the city disappeared.

On September 5, 1915, the No. 1 line's franchise on California Street was surrendered to the Municipal Railway (becoming that road's "C" line), and the No. 1 line was diverted to Clement Street at 6th Avenue. The only other change in routing since that time was the abandonment of the Lands End right-of-way on February 7, 1925, after a wash-out cut off that section.

TURK-BALBOA LINES

The first rails were laid on Turk Street by the Central Railroad Company, operators of a circuitous horse car route which zigzagged over most of the downtown streets, starting at the foot of Vallejo Street and terminating at 8th and Brannan. Its Lone Mountain branch ran from Taylor Street out Turk, Fillmore and Post Streets to Presidio Avenue.

Later the Metropolitan Railroad, one of the first electric lines in the city (1892) established a rambling route, part of which was on Eddy Street. With the big consolidations in 1893 and 1902, these lines were straightened out somewhat, and the Turk and Eddy Street tracks became the inner portion of the No. 4 line.

The No. 31 line as it exists today was put in operation in 1932. Following the election of 1930, which approved the granting of a 25-year operating permit to the Market Street Railway in return for its old franchises, tracks were constructed out Turk and Balboa Streets to the terminus at 30th Avenue. The line was a popular one and provided stiff competition for the city's Geary Street routes.

The "900" series cars used on this line were built at Elkton Shops and have special high-speed motors.

MARKET-CASTRO

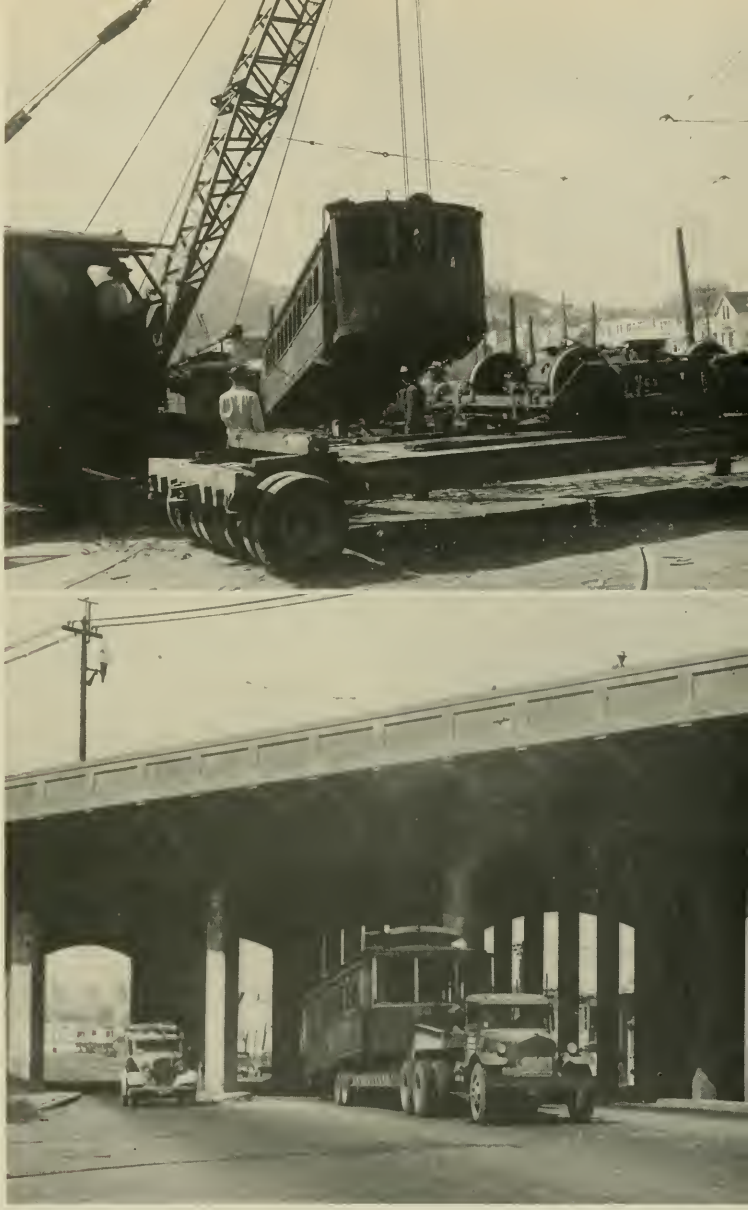
The original Castro Street cable line was built in 1887 and was one of five well-equipped lines operated by the Market Street Cable Railway Company. Its ivory-painted cars ran up Market to Castro and 26th Street.

After the fire of 1906, the line was reconstructed as an electric line running to 18th and Castro only. Cable cars ran from 18th to 26th on Castro, and this line remained in operation until April 5, 1941.

Shortly after the consolidation in 1944, the No. 8 line was abandoned, but a year later (November 5, 1945) service was reestablished.

Shop Notes

From now on *Scotty Lindsay* says he is going to look at things from the bottom side up. While making change for overall laundry bills, someone slipped him a phoney greenback under a regular dollar bill. Although he has since received an envelope containing the "real McCoy," he is still looking for the so-and-so who threw this monkey wrench into his Memorial Day holidays. . . . *Ralph McNutt*, General Shop Foreman, who started his 41st year in railway service in March, returned recently from a tour of the country covering all waterfronts east and south by train, taxi and airplane. . . . *Oscar Larson*, General Foreman Painter, is also away on another such tour, in his case by auto. His destination is Boston, where he will visit friends and believe it or not, another railway paint shop. . . Shopmen will miss their daily associations with five more old-timers due to retirements in May and June of *Charles Watson, Ernest Leum, John Dwyer, Anthony Pohlman* and *Randall Bell*. . . . *Alyce* and *Tal Mather* of Motive Power celebrated their first Anniversary in the hospital; Tal fractured his collar bone that same afternoon.



The old must make way for the new, so it's "off to the junkyard" for Car 1241. Upper photo shows crane at 13th Avenue Yard lifting the car so that trucks may be removed and loaded on trailer in foreground. The car body is then loaded on another car and hauled away to be burned. Lower picture shows the car as it comes through the Viaduct on Alemany Boulevard.

Mc Allister Division

(Welcome to Mollie Luman, our new reporter at McAllister, whose first column follows. And our sincere thanks to Wilma Tighe, who has handled the reporting job so faithfully in the past.)

Congratulations to the *Philip Pates;* their first-born, a boy, arrived May 20th. . . .Our own motorette, *Mary Swinney,* will join a family in Montana during her vacation. . . . *Mildred Sharp* has gone and done it—during her vacation, motoring in the direction of the Grand Canyon, she will become Mrs. *Robert Siemens.* The lucky guy operates out of McAllister Division. . . . Yard Inspector *C. J. (Tiny) Williams* and family will celebrate their 25th Wedding Anniversary on a second honeymoon, taking a trip to Seattle, Mt. Ranier, etc. . . . Operator *Si Gallegos* just returned from his vacation; fishing took up most of his time. . . Long Beach is the vacation destination of Operator *Norbert Kehoe,* and Missouri is the chosen spot for Operator *Lynn Peterson.* . . . Operator *Vernon O'Connor* was busy with house chores during his vacation while his wife was recovering from an illness.

Our Sister Utilities

Welcome to new Hetch Hetchy employees *Helen Gianotti, Ann Taylor, Gali Henning, Jimmy Burns, John Connolly* and *Jack Walsh* . . . *John Hurley, Jim Burns, Herb Paulive* and *Tim Daly* returned from their inventory trek to Moccasin all about 10 pounds heavier; they astounded the natives with their capacity on the food intake . . . *Billie Balzer* is feeling fine after having her tonsils removed . . . Congrats to *Mabel Johnson* and *Carl Seward* of the Moccasin office on their recent marriage . . . A very nice party was held at the Moccasin club house June 4th for the following retiring employees: *H. E. Meyer, Eddie Webb, E. K. Ryan, J. L. Rodgers, J. B. Cline* and *Budd Eaton.* Hope they all enjoy their life of ease after their long years of service . . . . That never-ending source of news, *Harry A. Archer,* has done it again; a second son was born this month evening the score at two boys and two girls . . . *Julian Bardoff* and *Willie Tong* returned from military leave at Fort Lewis none the worse for wear. . . . Our No. 1 boy, *Al Tanner,* who has been smiting the ex's with vigor, can pick and choose his jobs now. . . Manager of Utilities *J. H. Turner* gave himself an impromptu shower while inspecting one of the new trolley coach washers.

One arm makes dangerous driving and darn poor hugging.

Geneva-Ocean Division

The month of May was Mr. Stork's month, and congratulations are extended to the following who had additions to their families: Motorman and Mrs. *A. E. McCutcheon,* who welcomed a nine pound baby boy; Receiver and Mrs. *Tim O'Shea,* who added a six pound girl to their family of two girls and one boy (Tim says they are all Irish, too); Operator and Mrs. *Jim Verducci,* whose little girl was very thrilled over the arrival of a nine and one-half pound brother; and Operator and Mrs. *Armand Blasi,* who had a seven pound baby boy. Mrs. Blasi is the former motorette, *Helen Lacey* . . . A happy announcement was received from Conductorette *Julia Stone* and Conductor *John Cheek* that they were married on May 18th. . . . Operator *Patrick Scott* was another May bridegroom. . . Operator and Mrs. *Lake Green* expect an addition to their family in June and by this issue should be proud parents . . . Receiver *Jack Wehren* celebrated his 16th Wedding Anniversary with his lovely wife, Kay. . . . Operator *Willie Ochoa* spent part of his vacation in San Diego and came back with a late model Buick.

Office Chitchat

Lois Folden became Mrs. *Con O'Brien* up in Nevada recently, and the newlyweds are loking very happy . . . The little blind bow-and-arrow boy also connected with *Rita Navarret,* who announced her engagement to *Daniel Amos* of this city. . . *Tom Anthony* of Geneva Timekeeping became the father of a second son, John Joseph, on May 8th. . . *Bill Geddes,* one of the Muni League's fightingest bowlers, passed away recently. Bill was a grand guy and we'll miss him. . . The irrepressible *Kitty Donohue,* pride of Accounting, spent a very pleasant two weeks in Yosemite Valley. *Florence "Taffy" Johnson* and her hubby soaked up the sunshine down Santa Cruz way. . . . *Agnes Curry* and our old friend, *Ethel Mullins,* passed the Office Assistant's examination. . . *Herb Bloom* is back off the sick list, bouncing around as chipper as ever, but *Jessie Ormond* is still ill and greatly missed. . . *Joan* and *Bill Lupescu* (she was Joan Sadowski of the Training Department and Bill was a bus operator at 24th Street) now live in Redding and are proud parents of a husky baby boy.

Potrero Division

That smiling collector you see at 11th and Market Streets on the afternoon shift is none other than *Roy D. Snelgrove.* Methinks that Roy has met a rich widow! . . . Our expert mileage and check-out man, *Bob Williams,* says he has taken as his motto, "Keep them rolling" . . . If you want to hear a good fish story, just listen to Operators *W. C. Thode* and *Roy McDonald* and oh boy—does it sound fishy. . . . That man you see stepping around at such a fast pace is none other than Relief Dispatcher *Joe Gianetti* . . . We send greetings to Operator *Fred Barnett,* who has been on sick leave for some time. . . Glad to have Operator *Ronald Traverso* back on the job. Ronald worked for a while checking meters but is now driving with us again. . . . We wish to welcome *Stanley D. Hearst* to our office family as afternoon dispatcher. . . A number of Railway men attended the burial service at the National Cemetery last month for *Jerome E. Argenti,* former Potrero motorman, who was killed in action in France August 4, 1944.

The cable car bell-ringing contest turned out to be quite a jamboree with hundreds of applauding spectators surrounding the platform in Union Square to hear the program. The contest, which was promoted by Jack McDowall of the Call-Bulletin, was held to select the three gripman who would go to the Chicago Fair this summer to operate the cable car at the Western Pacific Railroad's exhibit. The three Muni contestants, Thomas Hutchins, Harry Bishop (retired), and James Buskirk, are shown in the inset. Gripman Alexander Nielsen of the California Street Cable won the contest with an expert rendition of several snappy tunes. Messrs. Bishop and Buskirk took second and third place respectively.

THANK YOU

For the historical material and pictures used in this issue, we are indebted to Geneva Shopman Charles Smallwood and former Market Street Photographer J. H. Mentz. Other photographs were taken by Assistant Public Service Director Robert Rockwell and Photographer Marshall Moxom. Our cover drawing is, of course, the product of our irrepressible artist, Charles Reed.

TROLLEY TOPICS

MUNICIPAL RAILWAY S.F.

...e 4 JULY, 1949 Number 7

FIRST TROLLEY COACH ON MARKET STREET

The Mayor and other prominent guests were the first to ride in one of the new trolley coaches on Market Street.

Service Increased by 64% on Converted Lines; Over $8 Million Spent to Accomplish Change

Municipal Railway patrons are getting more than twice as frequent service on the lines which were converted on July 23rd as they did before the rehabilitation program got under way a year ago. A study of the lines affected shows that there has been a 64% increase in the frequency of peak hour service. The number of seats available on these lines at the peak riding hours has been increased by 52%.

According to Utilities Manager J. H. Turner, who released the figures, the July conversion will permit the final retirement of all old Market Street Railway cars and their replacement by modern equipment. "Renovating a city's transportation system is not a project that can be completed overnight," he stated. "It requires a lot of study and planning not only by the Utilities staff but by the Police Department, City Planning Commission, Board of Public Works and other related departments. Since our first conversion on June 5, 1948, when temporary motor coach operations were started to permit track removal, we have accomplished a good deal."

Mr Turner pointed out that there are 71% more vehicles in operation on the new trolley and motor coach lines than were in use prior to the first conversion last year.

These happy results have been achieved at a cost to the Railway of about $7,272,000 plus an additional expenditure of $1,038,000 by the Board of Public Works. Here's where the money went.

Equipment

Peak trolley coach operation on the five new lines plus necessary spares requires 148 vehicles. These coaches cost approximately $19,250 each or a total of $2,849,000.

Motor coach requirements call for 112 coaches in addition to those which were already available prior to June 5, 1948. Purchase of these coaches at $16,135 each came to $1,807,120.

The total investment in equipment was $4,656,120.

Street Improvement

Beore these lines could be put in operation on Market Street, the outside tracks had to be torn up and the street resurfaced. Three single track miles of outside tracks were removed, and about 311,000 square feet of paving were required to refinish the street.

On the other streets where track removal was necessary before the installation of trolley coach routes, about 24 miles of track were removed. Resurfacing of the 12 miles of street required about 2,801,000 square feet of pavement.

Altogether $2,125,045 was spent for street improvement; the Municipal Railway's share of this expenditure was $1,086,643.

In addition about 45 single track miles of track on about 25 miles of street were retired from service.

Trolley Coach Overhead

Some 67 miles of single wire trolley overhead were installed. Contracts were let out for various sections of the job, and the total cost, including turnback loops, feeders, etc., ran to approximately $729,000.

Maintenance Yard

The former Potrero street car house was reconstructed into a trolley coach yard at a cost of $800,000. Every coach is inspected daily on one of the 35 pits available and receives a bath from one of the three automatic coach washers. This complete and modern maintenance unit accommodates 250 coaches.

Personnel Training

Two hundred men were trained to handle the new trolley coaches. Most of the new operators were enrolled in the voluntary training classes which have been in progress for some months; they have had 24 hours of classroom instruction plus anywhere from 25 to 75 hours of training at the wheel.

About 125 motor coach operators were trained, and they received an average of 40 to 50 hours of instruction.

Schedules

The Schedule Department prepared 61 new schedules to cover the operation of the converted lines. This department also conducted the system-wide sign-up of some 2500 platform men.

At San Francisco's Rehabilitation Center, patients learn how to get on and off a bus by practicing on the front end of a real Muni coach. This section was salvaged and rebuilt by workmen at Elkton shops, and is attractively finished with a sparkling new paint job, cardboard wheels and tires, and a roller sign which reads "Rehabilitation Center." Here Physical Therapist Ruth Cook is assisting Mrs. K. D. Coffman as she attempts to master the technique of boarding. Thomas Lalla is getting a few hints for the day when he will be able to start this part of his training.

Railway Conversion Schedule*

June	6, 1948	lines 5 and 21 to motor coach
July	4, 1948	lines 6 and 7 to motor coach
Aug.	1, 1948	lines 22, 25, 3 (partial) and 4 (partial) to motor coach
Jan.	15, 1949	lines 9, 11 and 14 to motor coach
		line 22 to trackless trolley
		line 40 abandoned
July	3, 1949	lines 5, 6, 7, 8 and 21 to trolley coach
		lines 1, 2, 3, 4 and 31 to motor coach
Mar.	5, 1950	line 9 to trolley coach
		line C to motor coach
Sept.	3, 1950	lines 3, 4 and C to trolley coach
		line H to motor coach
		line D to be abandoned
Apr.	1, 1951	line H to trolley coach

*Schedule for future subject to adjustment as conditions develop.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Paul H. Nathan, Ocean. "My friend thought she had missed the bus by half a block, but it was waiting at the corner. She thanked him and he said, 'I always wait for my girls when I see them coming.' Incidentally, my friend is 89, an independent old dear and almost blind."

Harold C. Giese, Sutro. "We were impressed with his helpfulness and courtesy to everyone and his alertness to their needs. It was extended to others besides ourselves who asked directions, to a lady who dropped her newspaper, to a little girl whose mother was carrying another small child, etc."

Luckey E. Bailey, McAllister. "Through my negligence I left my portable radio on the street when I boarded the bus en route to the Beach. On his way back to town he found it still on the walk and returned it to me. I cannot find words to express how deeply I appreciate his kind deed."

Martin Mulkeen, Geary. "It was necessary for me to take my infant son to his doctor today, and my two young daughters who are not yet old enough to get on and off street cars without some assistance had to come with me. The Conductor was most helpful and I sincerely appreciated his kindness."

James M. Oumby, Utah. "He is always so polite and kind to people who need his help. He is thoughtful of his elders. He is also neat in his appearance. Thank you for a wonderful coach operator."

Joseph W. Jennings, Potrero. "I wish to express my appreciation for the courtesy of your employee in helping me locate my purse, left on your 'E' bus line. Especially your operator J. W. Jennings, who turned my purse in and which I now have in my possession all intact."

Edward L. Strong, McAllister. "He saw the lady hurrying and gasping up the hill with a large bundle in each hand. She made it because the driver was kind and decent enough to wait."

L. B. Delaney, Sutro. "I have never received in any city at any time the courtesy, helpfulness, thoughtfulness and unvarying kindliness that is shown by No. 2124. He is one of the finest conductors I have seen anywhere."

Alexander McNeil, Geneva. "I had a large and very heavy suitcase which he had kindly placed behind the rear seat when I boarded the car. When we approached Van Ness he remembered me and got my suitcase out from under other luggage piled on it and handed it to me with a pleasant word and smile."

Others commended were: *R. H. Simpkins,* Ocean; *James Healy,* Sutro; *Marion Fullilove,* Potrero; *L. O. Green,* Ocean; *Boyd Cunningham,* Washington-Mason; *George Mattson,* Ocean; *Roy Spencer,* Inspector; *Emil Ellien* Geary; *Joseph McCarty,* Geary; *Emmett Lavin,* Potrero; *Herbert Blanchard,* Geary; *Ethel Rutland,* Geary; *Frank M. Sullivan,* Geary; *Stuart Sellers,* Geary; *Harry McGinley,* Ocean; *John Vaughn,* Ocean; *Mario Rea,* Ocean; *F. E. Bauer,* Ocean; *G. P. LeBrun,* Geneva; *Charles Benton,* McAllister; *Kenneth Macklin* Potrero; *John Coleman,* Potrero; *Theodore Bradbury,* Sutro; *William Quinn,* Potrero; *James A. Mack,* Ocean; *H. E. Brown,* Geary; *E. Rushing,* Utah; *Robert Coppinger,* Utah; *Henry Ertman,* Utah; *David Smith,* Potrero; *N. L. Nicholas,* Ocean; *Joe Sullivan,* Geary; *Edwin Jostmeyer,* Utah; *Charles Eierman,* Inspector; *William Hage,* Ocean; *Joseph Monteleone,* Potrero; *Anthony T. D'Acquisto,* Potrero; *Leroy Sindell,* Geary; *Nolan Stafford,* Geneva; *James Albee,* Washington - Mason; *Victor Rue,* Washington-Mason; *Henry Olate,* Geary; *Martin Flathman,* Sutro; *Le-Roy Fowzer,* Potrero; *John Rhodes,* Geary; *Arthur Hintz,* Utah; *William Gillette,* McAllister; *Raymond Dieden,* McAllister; *Fred Buckner,* Sutro; *J. W. Fields,* McAllister; *Carmelo Azzopardi,* Potrero; *Joseph Melovich, Jr.,* McAllister; *Adam Brill,* Geneva; *W. J. Costello,* Geneva; *Edgar W. Newlon,* Ocean; *Oram S. King,* Ocean; *Paul Williamson,* Potrero; *R. H. Palacious,* Ocean; *William J. Green,* Ocean; *James Burgess,* McAllister; *Gene Henderson,* McAllister; *Thomas Osborne,* Geary; *James Lash,* Geary; *Vincent Groves,* Geary; *John Coleman,* Geary; *Arthur Vittori,* McAllister; *Robert Hill,* Ocean; *Frank Robinson,* Sutro; *Jay Longfellow,* Sutro; *Dewey Gunderson,* McAllister; *James Brackett,* McAllister; *Herbert Calvert Jr.,* McAllister; *Eugene Fontaine,* Ocean; *Wendell J. Tyree,* Sutro; *Arthur Jacobsen,* Ocean; *Joseph E. Hood,* Geneva; *George W. Hanna,* Ocean; and *Harry J. Engelbert,* Utah.

Speeding is reported as an accident factor more often than ANY OTHER traffic violation.

On Our Cover

The pre-conversion test run found a number of distinguished visitors on hand to witness the proceedings. (Upper left) Chief Administrative Officer Thomas A. Brooks, Mayor Elmer E. Robinson, Manager of Utilities J. H. Turner and City Attorney Dion Holm inspect the coach. (Upper right) A snappy motorcycle escort preceded the test coach and cleared the way with their sirens. The escort consisted of Officers Charlie Human, Vince Desmond, Joe O'Keefe and Lannis Lewis. (Lower left) Railway representatives, who watched the trial performance carefully, included D. C. Ormsby, F. L. ReQua, C. D. Miller, A. J. Schirmer, Harry Lloyd, Jack Woods, Earle Rambo, Harry Cooley, Bill Ratto, Clarence Lahey (on step) and Ray Hayton. (Lower right) Other interested witnesses were Commissioners Philip F. Landis and Donald A. Cameron, City Attorney Dion Holm, Commissioners Victor S. Swanson, Edward B. Baron and Sam McKee, Chief of Police Michael E. I. Mitchell, and Police Commissioners H. C. Maginn and Washington I. Kohnke.

Ocean Motor Coach Yard, with e capacity for 250 buses, wes completed (first stege) on Merch 22, 1949. Before end efter shots are shown ebove.

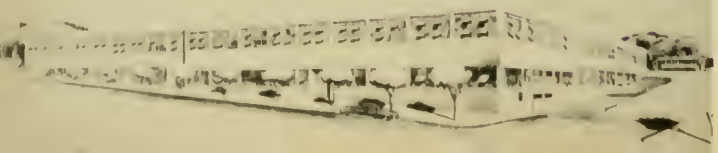
10 new 52-passenger P.C.C. cars

259 ne

The Merket Street reconstruction job (et right) called for replecement of the inner tracks, removel of the outer tracks, end completo repeving of the entiro length of tho street. New safety islands to serve the inner tracks were elso constructed. This work wes eccomplished with tho Boerd of Public Works.

The big orange signs ca
ment Projects may be se
give some idea of the e
the past year to moder

(Upper left) The McAllister car house was remodeled to serve es e temporery motor coach yard with e capacity of 130 buses. Most of the old barn wes torn down, end the yard wes resurfeced to hendle coeches. (Upper right) Work is under wey on the new 155-coach capecity trolley coach yard at Post and Presidio Avenues. This is an extension of the Geery car house, which will serve both street cers end trolley coaches. (Lower) Construction will begin soon on the $1,500,000 new Centrel Shops at Steve and San Jose venues. All major repairs to rolling stock will be handled here.

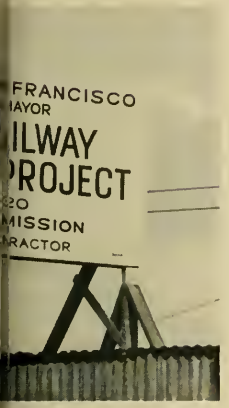


coaches

214 new 44 passenger trolley coaches

Potrero Trolley Coach Yard (above), with a 250-coach capacity, was completed on July 1, 1949. It was remodeled from a former street car house.

Aside from the Market Street track work, tracks were removed and streets resurfaced in various parts of the city. Pictures at left show (above) a typical scene on Fillmore Street while work was under way, and (below) the replacement and relocation of tracks and overhead facilities on Geary Street from Broderick to Masonic.



unicipal Railway Improve-
The pictures on this page
at has been under way in
transit system.

(Upper left) Some 91 miles of single wire trolley coach overhead have been installed to handle the six new trolley coach routes now in operation. (Upper right) Modernization of 85 street cars is being accomplished at the rate of about two cars per week. Installation of wiring for safety doors is one of the operations involved. (Lower left) Training new personnel to handle the new equipment is an important part of the conversion program. Over 800 operators have been qualified by the Instruction Department. (Lower right) The entire Municipal Railway coach fleet has been painted in the green and cream colors.

24th Street Division

(We're happy to welcome John "Jay" Brower as our new reporter at 24th Street; at the same time we're sorry to lose Bill White, who has been so helpful and obliging always. Many thanks to both of you.)

Irv "Pin Ball" Myerson is still trying to get high score. Look out it doesn't tilt, Irv . . . *Muni,* the division's pet dog, is living like a king—or should it be queen? He's a she! . . . The softball team wound up the season with two wins and four losses. Better luck next time, eh, fellows? . . . Receiver *Herb Barrill* is dreaming about the big trout in those far away places . . . *Bill White* and *Ed Eyrl,* formerly of the office, are out driving coaches again . . . Plenty of new cars around—the guys must have dough . . *Joe Golloh* just returned from a trip to Pittsburgh, Pennsylvania . . . *Frank Soto* was married to Miss Lillian Casals on July 2nd at the home of Judge Harry Neubarth. . . . A hearty welcome to the new men in this division . . . *J. J. Regan,* ace softball pitcher, is back again; the team can use him . . . *Charlie Helms'* wife presented him with a baby boy . . . *Reno Bini* is another new bridegroom.

Shop Notes

Congratulations are in order for Machinist *Clifford D. Nilan,* who was married to Miss Carmela Ann Saitz on June 25th. They honeymooned in Victoria, Canada. . . . It's three queens for *William Rushing,* Sub-Foreman ERSM at Geary Shops. The Rushings welcomed their third daughter on July 11th . . . Our best wishes go with the folowing men who retired on July 1st: *Albert Kogler,* Auto Mechanic, 24th Street Garage; *Albert Tassi,* Sr. ERSM, Geary Shops; *Thomas Dunne,* Laborer, Geary Shops; *Pietro Rovai,* Car Cleaner, McAllister Shops. . . . Our vacationists are coming back with glowing tales of their holidays. *Arthur Gilbrech* got plenty of exercise hiking the steep trails at Yosemite; *George Nolan* went fishing at Feather River; *Joseph Oberlacher* visited Big Basin; *Frank Fox* was another Feather River enthusiast; *Elmer Kenney* stayed at Russian River; *Joseph Schneider* made a trip to Nevada; *Luigi Canata* went to Calistoga; *Louis Codema* spent his time at Klamath Falls; *Ed Jones* enjoyed the beach at Santa Cruz; and *Ray Wyatt* relaxed on his ranch in Santa Rosa.

Line Department

Yes, Gang, that twinkling eye and ruddy complexion belong to *Charlie Evans,* who has just returned to work after a six months leave of absence in Colorado. As he came in the door one of the Line Department wags remarked, "When are you going on vacation, Charlie?" . . . We understand that the bartenders' strike in Reno was *not* the only reason that *Harold Hurtt* and *Tom Conroy* cancelled their vacation there. . . . Those who haven't had the opportunity of riding behind *Al Church* on his new motorcycle are missing a rare treat. . . . Rumors that *Jack Morgan* and *Marion Smith* are to be married this fall are utterly false. "We are just good friends," says Smitty . . . *Ed Belasco* has a very definite opinion of people who eat bananas out of other people's lunches. There ideas may be had by writing in care of the Line Department (enclose return postage).

Washington-Mason Division

Since our last writing, the good old cable cars have again been in the limelight. The recently held bell-ringing contest resulted in two of our men, *Harry Bishop* and *Jim Buskirk,* making the trip to Chicago for a period of several months to handle the cable car taken to the Railroad Fair. No word has been heard from them as yet, and we hope they will enjoy their visit . . . Not to be outdone by the Chicago gang, Conductor *R. Scott* is seriously thinking of taking up bond-selling as a sideline. A recent picture in the morning paper is the explanation. Seems Scotty photographs well. . . . Gripman *Thomas Hutchings* also made the newsprint. We understand that one of the newspaper columnists was on hand when Brother Tom rescued a lady's hat that had gone astray. . . . With the general sign-up several of the boys have left the division for the trolley coaches and several new faces have appeared in their place. To those who have left, we wish them success in their new venture, and we bid the new members of our division welcome.

Beware of Gas

5,104 *persons died of gas last year.*
44 *inhaled it.*
60 *put a lighted match to it*
5,000 *stepped on it*

June Sets New Low In Monthly Accident Scores

June was a banner month for our operating personnel. The low accident record set in February (592) was shattered and a new low of 546 accidents was established.

This fine score for June helped to contribute to a pleasing over-all picture for the first six months of the year. Records show a 21% decrease in the accidents per vehicle hour over the same period last year. There was a decrease of 600 accidents for the six-month interval, and at the same time vehicle hours were increased by 8%.

This excellent record reflects credit on all those who contributed to it. Accident totals can be lowered still further if every employee makes it a personal project to wipe carelessness out of the picture.

June's record-shattering low score was a reduction of 101 accidents from last year's June total of 647. Geneva Division topped the list with a score of 745 operating hours per accident. Following are the divisions in the order of their performance for the month:

Division	*No. of Accidents*	*Hours per Accident*
Geneva	38	745
Utah	70	719
McAllister	65	688
Ocean	112	590
Geary	80	498
Sutro	55	384
Mason	25	273
Potrero	101	258

More News, Less "Gossip"

Because there are so many events of importance to be covered in Trolley Topics' limited space, it has been decided to cut down on the personal items by running only half the "gossip" columns each month. This will leave more room for pictures and stories of general interest to all readers. So if your division is not represented in this issue, watch for it in August.

Geneva-Ocean Division

Congratulations to Operator and Mrs. *Paul Clingingsmith*, who added to their family with the birth of twin boys on the morning of June 27th. . . . "Don't touch my aching back," says Collector *Malcolm Kelso*, who spent part of his vacation basking in the sun at Carmel and really getting a burn . . . Operator *Les O'Connor* vacationed in Vancouver again this year, which is getting to be a habit. What's the attraction up there, Les? . . . Conductor *Judd Jorgensen* has been working the last run on the "K" line for quite some time now. Judd won't admit it, but we think that there must be something special that takes him back on the run every sign-up. . . . Conductor *Joe Bacher* has been in Stanford Hospital for quite some time, and we all wish him a speedy recovery . . . A welcome is extended to Dispatcher *Al Benedict*, who came over from Geary Division . . . Operator *Paul Harmon* was a bachelor for three weeks while the missus took her vacation.

MUNICIPAL RAILWAY LINES, DIVISIONS AND SUPERINTENDENTS

With the conversion on July 3rd, many lines have been assigned to new headquarters. Following is a list of the Divisions, Superintendents, and the lines under their supervision. This list is offered for the convenience of Railway employees and may be clipped for reference.

STREET CARS

Geneva Division, J. E. McDevitt, Superintendent.
- J Church
- K Ingleside
- L Taraval
- M Ocean View

Geary Division, A. J. Schirmer, Superintendent.
- D Van Ness
- F Stockton
- N Judah

Sutro Division, A. J. Schirmer, Superintendent.
- B Geary
- C California
- H Potrero

MOTOR COACHES

Utah Division, George Lewis, Superintendent.
- 15 Third
- 19 Polk
- 32 Embarcadero
- 35 Eureka
- 42 Evans
- 53 So. Heights
- 54 Army
- 55 Sacramento
- 57 Candlestick

McAllister Division, Ralph Strawn, Superintendent.
- 1 California
- 2 Clement
- 3 Jackson
- 4 Sutter
- 20 Ellis
- 24 Divisadero
- 31 Balboa
- 43 Roosevelt
- **75 Legion of Honor
- *C California
- *D Van Ness
- *F Stockton
- *H Potrero

Ocean Division, J. E. McDevitt, Superintendent.
- 9 Richland
- 10 Monterey
- 11 Hoffman
- 14 Mission
- 16 Noriega
- 17 Park Merced
- 18 Sloat
- 23 Crescent
- 25 Bryant
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Visitacion
- 34 Marina
- 36 Miraloma
- 37 Corbett
- 38 Portola Heights
- 39 Coit Tower
- 44 Sansome
- 50 Geneva
- 51 Silver
- 52 Excelsior
- *M Ocean View

TROLLEY COACHES

Potrero Division, W. R. Mason, Superintendent.
- 5 McAllister
- 6 Masonic
- 7 Haight
- 8 Castro
- 21 Hayes
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard

CABLE CARS

Mason Division, George Lewis, Superintendent.
- 59 Powell
- 60 Washington

**Operates nights, Sundays and holidays only.*

***Operates Saturdays and Sundays only.*

With so many commendations coming in for our Railway men, we're liable to get a little smug about the topnotch standards they are setting for San Francisco's transportation system. It takes a jolt like the letter below to make us realize that there are still a lot of employees who don't fit into our picture of the amiable and able transit operator. The letter reads:

"There is something lacking in our transportation system; and it is something that could be remedied with very little expense. That is COURTESY AND NEATNESS among the employees. Of minor importance? A good majority of the complaints that I hear leveled against your organization concern these 'little matters.' Let us take a look at them individually.

"Courtesy is of prime importance Everyone, no matter what his status in life, likes to be treated with some sort of respect. I would imbed this in the minds of your operators, conductors and motormen It seems that a large percentage of them get up on the wrong side of the bed each morning.

"Five days of the week I ride on your coaches. On the afternoon trip, the bus is usually filled with people standing in the aisle; but nine chances out of ten, you will find two or three railway men occupying seats in the rear of the bus. Do you ever see a Greyhound employee sitting while the cash customers stand? Do you ever see an S. P. conductor sit down while his passengers stand?

"The other 'little matter' I wish to take up is the mater of neatness. I have long admired the police and fire forces, not considering their regular duties, on the good appearance of their men It seems to me that a great majority of your men could take a few pointers from these men. I don't recommend a stiff G. I appearance, but merely a clean shave, a clean shirt and a pressed uniform. This may seem trite, but it is these trite things that make important impressions on the public.

"I do not wish to appear too critical in this letter, but as a taxpayer, I feel that I have the right to put criticism where it belongs. Whether you use this as wastepaper material or file it away as reference, I have had my say."

This sincere and straightforward letter reminds us again that Railway employees are more carefully observed than almost any other working group. Let's remember that we are under constant inspection and fit our appearance and actions to win puhlic approval.

There was plenty of action at the Garagemen's picnic last month, including the three-legged race, the tug-of-war (won by the Garagemen) and the baseball game (won by the Bus Operators). At lower right are the committee after a strenuous day's work: (standing) Ed Coleman, Walt Feyling and Irv Myerson; (kneeling) Charlie Morrissey, Lin Lofstodt and Joe Castro. These snapshots were taken by Ed Booth.

Trolley Topics

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TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
4 AUGUST, 1949 Number 8

Cable Car Attracts Big Crowds At Chicago Fair

San Francisco's cable car No. 524 has proved to be one of the outstanding attractions of the Chicago Railway Fair. Thousands of visitors have had a free ride on the little car, which is a part of the Western Pacific Railroad's exhibit at the big transportation show.

The three San Francisco gripmen, Alexander Nielsen, Harry Bishop and James Buskirk, are apparently enjoying their experience with the Fair crowds as much as the visitors enjoy the cable car. In a recent radio broadcast they told about some of the incidents that have occurred. Obviously they were delighted to be a part of such a popular exhibit and happy to meet people from all over the world who were fascinated with their beloved cable car. They said that hundreds of persons waited in line daily for the ride along the shore of Lake Michigan.

The Western Pacific people have issued an attractive booklet entitled "Symbol of a City—the Story Behind San Francisco's Fabulous Cable Cars," which gives a short history of the cable lines and some information about the operation of the car. These pamphlets are available to all visitors, and it is hoped that many thousands of readers will be sufficiently interested to visit San Francisco and ride the cars on their native hills. This city, where cable cars were invented, is the only place in the world where cable cars are still operated.

(Above) This attractively designed entrance welcomes thousands of visitors daily to Western Pacific's exhibit at the Chicago Railway Fair. The cable car is on its turntable at the left. (Center) Passengers have to wait their turn for the popular ride. A long line is almost always in evidence, although its moves quickly. (Below) Something strange about this picture? It's not only the background, but the absence of step-riders hanging onto both sides. No standees are permited on the Chicago car.

(Above left) This 1935 model coach was one of several on display at the Potrero Open House. It was one of the original nine trolley coaches in San Francisco and has given 600,000 miles of service on the No. 33 line. Looking it over are Carhouse Foreman Bress Corley, Union Business Agent Charles Foehn, Manager of Utilities J. H. Turner, Railway Manager William H. Scott and Superintendent of Equipment C. D. Miller. Acting Mayor George Christopher had inspected the display earlier in the evening, but unfortunately our photographer did not arrive in time to get his picture. (Above right) A number of Pat Ward's old friends were on hand to see the former Potrero Shop Foreman receive his retirement gift. Here gathered to greet him were Louis Codemo, Charles Foehn, Jim Leslie, Mr. Ward, Jack Kennedy (President of Local 6), Frank Smith, Bill Roddock, George Anthony, Lionel Dini, W. R. Mason and Joe Kennealy. (At right) Several hundred guests attended the Open House; part of the crowd is shown here.

Shopmen Hold "Open House" At New Trolley Bus Yard

The shopmen at Potrero are so proud of their new trolley coach yard that they wanted to show it off. Last month they had an "Open House" to which they invited their families and their fellow-workers in the different divisions. The party was sponsored by the International Brotherhood of Electrical Workers, Local 6. Guests of honor were Acting Mayor George Christopher, Manager of Utilities J. H. Turner, and Railway Manager William H. Scott.

Also honored was Pat Ward, former Carhouse Foreman at Potrero, who retired last spring after 34 years of service. A check from the Shopmen's Retirement Fund was presented to Mr. Ward by Mr. Scott.

The reception took place in the immaculate new Repair Shop, and guests were conducted to various points of interest throughout the building. One of the most interesting exhibits was the row of trolley coaches showing various models dating back to 1935, when trackless trolleys were first introduced to San Francisco. Visitors were invited to inspect the engines and to note the excellent condition of the coaches.

Potrero Shop Foreman Bress Corley was in charge of the evening's arrangements. Other committee members who were responsible for the well planned affair were Paul Romo, Arthur Broyles, Laurence Brown, George Dini, Hank Guttirez and Albert DeNatale. Accordian music for dancing was furnished by Al Tassi, retired Geary shopman. Bill Rushing also provided entertainment with his songs and guitar.

At the conclusion of the Sunday morning service a man remained to talk to the pastor. "I am a bus driver," he said, "and I wish you would tell me how you get so many of your people to come to the early

Time for Salesmanship

With a report at hand showing a 10 per cent decline in passenger traffic from last year, the Railway faces a serious situation. If we are to regain the passenger revenue needed to prevent cuts in service (and personnel), we must get busy and do a selling job.

Competition for our business is strong. Some of our employees don't seem to realize this. They think that regardless of whether our passengers are satisfied or not, they will still be forced to give us their business. Actually every day there are thousands of persons who make the decision as to whether they will drive their own car, take a cab or a jitney, walk, or ride the public transit system. Their decision is based on the experience they have had before.

If we show them that they can get a pleasant, dependable ride with us, they'll be back to give us more business. If not, our competition will get them.

Remember, it is our customers who pay our wages. Without them, there is no job security or prosperity for any employee of the Railway.

Track Department

Congratulations to *Johnny Alexander* on taking the big step. John says the tough part of married life is turning over all the dough on pay day to the little woman . . . Bad luck seems to be following *Tony Colombo*. First a broken right ankle and now the left ankle in a cast, the result of an automobile running him down . . . On the sick list: *John Griffin*, very ill in the hospital; also *C. J. Butler, Pete Sullivan, Con Mahoney, Art Pimentel, Pat O'Connell* and *Jimmy Anomeris*. We hope all have a quick recovery and return to work soon . . . Back from his vacation, *Tom Duffy* says Mt. Shasta hasn't changed a bit since last year . . . Among the old-timers viisting the office to pick up new passes and wishing to be remembered to everyone were *Frank Sheehan, W. D. Chamberlin, John Jamison* and *Peter Cuddyre* . . . Our condolences to *Paul Rivero* on the loss of his father.

"I suppose," said the woman to the bus conductor, "if I pay fare for my dog he will be treated the same as other passengers and be allowed to occupy a seat?"

"Of course, madam," the conductor replied, politely, "he will be treated the same as other passengers, and can occupy a seat, provided he does not put his feet on it."

Sutro Division

Has anyone ever noticed the nice little sign we put on the fare box door into the office? If you have read it, why the dickens don't you do what it says? . . . *Roy Humes* just returned from his trip to that AWFUL PLACE (L. A. Chamber of Commerce look the other way), as native San Franciscans would call it. When asked if he was glad to get back, he said no. Maybe them four-legged critters were responsible . . . Your reporter has noticed what a really different restaurant we have now up on the corner, especially since Motorman *H. Allen* married the girl who owns it . . . Speaking of vacations, everyone we have asked has had a good time out of town, so we are going to try it too . . . *Henry Bobbin* has left us and been replaced by *Bob Connolly* of Geneva. Good luck to both of you . . . *H. Giese* put on a style show the other day, but we have to admit that feminine apparel didn't do a thing for his figure . . . If a few of you fellows miss *Clifford (Horse Trader) Bible*, he has gone back East to see a very sick brother of his. But he'll be back, so don't worry about the final results, as they put it.

Potrero Division

We again wish to send greetings to those of the Division who are on sick leave. Cheer up, boys, and we hope you will be back on the job real soon . . . That young lady you see around with the friendly smile is none other than Mr. Mason's secretary, *Harriett Oland*. Keep up that sweet smile, *Harriett*. . . . To those seeking information regarding building or construction work, see Relief Receiver *Ed Mullane*. Ed sure knows his stuff . . . Quite a number of the boys are coming from vacation and some just going, and what fish stories we are hearing these days . . . We wish to welcome *Joe O'Neill* to the Dispatcher's Office. Joe, as you all know, was formerly in the Claims Department . . . Now that construction work is completed and all air guns and hammers are silenced, we think that we have the only division with the REAL new look. How about it? . . . Receiver *Charles Openshaw* says that when you get out one door safe, you think it is all right, but with some of the others it is a different story!

Over 1000 Men Trained During Past Fiscal Year

An interesting report has been prepared by Chief Instructor R. G. Hayton showing the activities of the Training Department during the past fiscal year. The report shows that less than half as many *new* employees are being trained as were handled during the previous year, but there was a 300 per cent increase in the number of platform men being *retrained* as gas and trolley coach operators.

Here are the figures:

Applicants reporting to the Training Department during the fiscal year:

	48-49	47-48
Conductors	89	361
Motormen	155	355
Gas Coach Ops.	175	220
Trolley Coach Ops.	28	0
Total	447	936

In addition to the above, the following number failed to complete their training period:

Total	40	134

Platform men trained as gas and trolley coach operators during the fiscal year:

Gas Coach Ops.	328	194
Trolley Coach Ops.	281	22
Total	609	216

Number of different times employees were followed-up and instructed on safety operation:

Conductors	3,088	5,644
Motormen	7,518	14.052
Gas Coach Ops.	8,031	5,156
Trolley Coach Ops.	1,630	795
Total	20,267	25,647

Who Am I?

I am a little thing with a big meaning.
I help everybody.
I unlock doors, open hearts, dispel prejudice.
I create friendship and good-will.
I inspire respect and admiration.
Everybody loves me.
I bore nobody.
I violate no law.
I cost nothing.
Many have praised me, non have condemned me.
I am pleasing to those of high and low degree.
I am useful every moment of the day.
I AM COURTESY.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Kenneth G. Cruise, Geary. "Amid all the pushing and shoving, he always manages to keep up a pleasant line of chatter and at the same time to keep the people moving and in good humor, which nowadays is very hard to do."

Emmett Whittle, Utah. "In two instances old ladies boarded his bus who were quite infirm, and the bus driver left his seat and rendered the most courteous assistance. I could not help but think how much of an impression it makes on fellow passengers when an operator does just a little more than is normally expected of him."

Carlos Gonzales, Ocean. "He never tries to catch us with the door or rush us into getting on or off of his bus, and when we have started to cross, he courteously lets us continue until we have cleared his car before starting. He is a credit to the service and is sincerely appreciated by his friends and passengers."

Robert H. Barr, McAllister. "I wish to commend our driver No. 1851 for unusual attention to the comfort and peace of mind of the shopping mothers on his route. If we are lugging big shopping bags on Haight Street and are 25 feet or more from the stop, he will always wait for us or make an extra stop."

Albert Burnam, Geneva. "He voluntarily left his car to assist a blind man and his dog across Market Street when it became apparent that the dog had become confused in the traffic. It made us realize that chivalry among your employees is not dead. I am proud that I was aboard that car this morning, and I know I felt much better after the incident, and actually started work with a smile."

William Coffaro, Utah. "I'm very grateful to one of your bus drivers for turning in my purse and everything in it. We need honest people to make all business successful, and I owe a debt of gratitude to an honest man. My humble thanks."

Rinaldo A. Rustici, Ocean. "I have ridden in the bus and seen some of the things that make the children like him. He sees that they get off at the right stop and makes an older child take them across the street. I could go on for pages with the good qualities we see in 'our favorite bus driver', as the children call him."

James F. Wango, Potrero. "My thanks to the operator of bus No. 501 on the 11 line this morning. He stopped his bus for me although it seemed more crowded than several others that had passed me by."

Other commended were: *John Walker,* Utah; *D. Gunderson,* McAllister; *Robert Fields,* Geary; *Herbert Bernhard,* Geary; *Louis Jones,* McAllister; *L. B. Delaney,* Sutro; *Abe Kitchman,* Sutro; *Edwin Jostmeyer,* Utah; *Paul Williamson,* Potrero; *Welby Ruffin,* McAllister; *Daniel Dineen,* McAllister; *Charles Catoir, Jr.,* McAllister; *John Roberts,* Inspector; *R. P. Tompkins,* Inspector; *Herbert Blanchard,* Potrero; *John Decker,* McAllister; *James Conway,* Ocean; *Kenneth Greer,* Ocean; *Edward Coleman,* Ocean; *Lloyd Smith,* Ocean; *Walter Young, Jr.,* Potrero; *Samuel Forde,* Geary, and *Clarence Mallet,* Geary.

Drum and Bugle Corps

Our Municipal Railway Drum and Bugle Corps has been making many appearances both in and out of town and has been piling up trophies for the glory of the Railway.

Recent out-of-town parades included Los Banos, Santa Cruz, Livermore, Salinas, San Jose and San Rafael. On August 14th they appeared in the Cavalcade of Gold parade in San Francisco. They are also making plans for future parades in San Jose, San Rafael, Concord, South San Francisco and other cities.

We can all be very proud of the many first and second prizes which our Corps has won, and we wish them lots of luck in their future appearances.

Courtesy, appearance, and attention to duty are the three qualifications most constantly noted by our passengers. Public opinion of the Railway is based on observations of individual employees. Here are some who rate high on all counts. At left, Superintendent A. J. Schirmer reads a letter of commendation to Geary Conductors B. V. Sneary and James J. O'Brien. At right are three highly efficient Sutro representatives, Virgil Packard, Ida Kime and James Healy. Jimmy is pinning a nosegay on Ida in token of her good work.

Not Enough Room

As a rule our streets are only 60 feet, curb to curb, and as you can t stretch an intersection, stupid motorists crash into each other frequently. As you all know, it takes 50 to 70 feet or more to shift your foot to the brake pedal and stop a car if you are doing 20 miles per hour or better. When two autos enter an intersection at 20 m.p.h. each has only 30 or 40 feet to make all the moves for a stop. Not enough. They crash.

If one of them is smart, he has his foot on the brake pedal. He has a big edge and a chance to avoid a crash, but if the foot is on the throttle pedal, a crash is inevitable, and no interesticon crash ever occurred except between two thoughtless non-thinking drivers.

The curse of the auto death and injury toll is the ATTITUDE of the average driver—"I know my stuff—it can't happen to me." Well, the cemeteries are full of that kind.

The fellow who does a little simple arithmetic applied to lineal feet at intersections will not have to look stupid explaining a stupid accident. Get that foot on the brake pedal approaching intersections. Live longer with less speed.

—Yellow Cab Company Bulletin.

Garage Exhaust

You can tell it is vacation time again when *Julius Landini* recommends the northwest tour and *Tom O'Connor* takes him up on it by taking the boat trip from Seattle to Victoria. *John Comaich* used his vacation to clean house. Other employees and the "Far Away Places" are listed as follows: *Vic Peterson* took all of the fish out of the upper Matole River (were there any there to begin with!) *Jerry Krogman* returned from Portland on the new Shasta Daylight; *Ernest Anzelin* did a little ranching at Gilroy; *Jack Brundrett* drove the triangular tour, Los Angeles-Yosemite-Reno; *Ernest Kilby* went ocean fishing at Pacific Grove; *Clarence King* fished in the river at Rio Vista; *George Mangan* saw all the National Parks in California; *Ernest Anderson* enjoyed a visit with his son and daughter-in-law, here from the East; *Mary E. O'Connor* stayed at Huntington Falls; *Joe McCarthy* has been road-testing the family car for a trip to Southern California; *Jim Robleto* went sun bathing at Nice, California; *Larry Wollangk's* family arrived here from the mid-West, and he showed them the interesting places in the Bay Area; *Bob Wise* returned from a trip to Reno where he hit the jackpot; *Fred Martin* broke in a new Chrysler; *Fred Boehme* helped his nephew get married at Sonoma; *Barney Sichel* and *Harry Madden* took in Yosemite; *Cappy Rathburn's* Graham car made the grade at Herbert Pass—8900 feet; *Frank Peppert* went to Friant Dam . . .

Study Railway Bulletins To Learn Safety Rules

These Railway bulletins were issued to inform employees of the rules for safe and efficient operation. They are being reprinted here to serve as a reminder to those who may need it.

No. 471 Safety, Market Street Operation

MOTORMEN: While car is stopped waiting to enter safety zone, do not open safety gate. Should patrons demand exit gate be opened, politely inform them that this is not permitted as it is a safety measure requested by the Traffic Bureau of the San Francisco Police Department.

CONDUCTORS: You are likewise to politely inform patrons to remain on car until it stops in safety zone. It must be distinctly understood, however, that no attempt must be made forcibly to hold anyone on the car wishing to leave by rear platform.

No. 886 Trolley Pole Instructions

Wherever trolley coaches and street cars are operated across or alongside each other, should street car trolley pole wheel rest on a "DEAD SECTION" with the result that power cannot be applied to motors, motormen are to be guided by the following instructions:

FIRST STEP: Pull down and set rear trolley pole under hook.

SECOND STEP: Put up front trolley pole.

THIRD STEP: Move car a few feet ahead.

FOURTH STEP: Pull down front trolley pole and securely set it under hook.

FIFTH STEP: Put up rear trolley pole.

Warning! Trolley coach operators must exercise extreme care to replace trolley poles on trolley coach wires.

Failure to follow the instructions outlined above can result in burned down trolley wires.

Four Geneva men who have made the "Honor Roll" for excellent performance are (left to right) Richard Gitchell, Joe Brown, Mike Sares and Orie Darby. It's easy to tell just by looking at them that they must make a good impression on their customers.

McAllister Division

The *Mike Carpini's* celebrated their third anniversary vacationing in Seattle . . . Operator *A. J. Allegretti* and wife visited the family in Montana, then toured Canada . . . *Ed Strong* and family stopped at Yosemite while en route to Chicago . . . *Elmer Merrill's* vacation combined business with pleasure . . . *Harry Gordon* visited China Camp and Half Moon Bay; his fishing average was 14 pounders—that's what the man said! . . . Golfing and resting in Los Angeles and Mexico constituted *Louis Washington's* ideal vacation . . . Besides nursing a broken finger, *Clifford Franklin* managed to visit his mother at Bakersfield during his vacation . . . With the recent arrival of Patricia Joanne, Operator *C. B. Butts* vacationed in the nursery learning baby routine . . . Angelina Ann is the third girl in the *A. M. Mesa family* . . . *Bill Horton,* hospitalized, has asked through his mother that we "thank his many friends who have so kindly remembered him" . . . We're rooting for Dispatcher *Bob Moyle,* temporarily residing at Veteran's Hospital, Fort Miley . . . High spots of the vacationing *W. T. Hartley's* were Tahoe, Shasta Dam, Eureka and the Redwood Empire. Mickey, their dog, vacationed too—at the City Dog Pound.

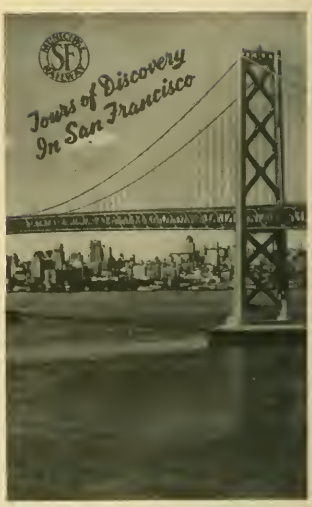
NEW "TOURS OF DISCOVERY" ANSWERS POPULAR DEMAND FOR TOURIST TRANSPORTATION GUIDE

Just off the press is a new and attractive edition of the Municipal Railway guidebook, "Tours of Discovery." This booklet has proved most popular in the past, and the new issue is already receiving much favorable comment.

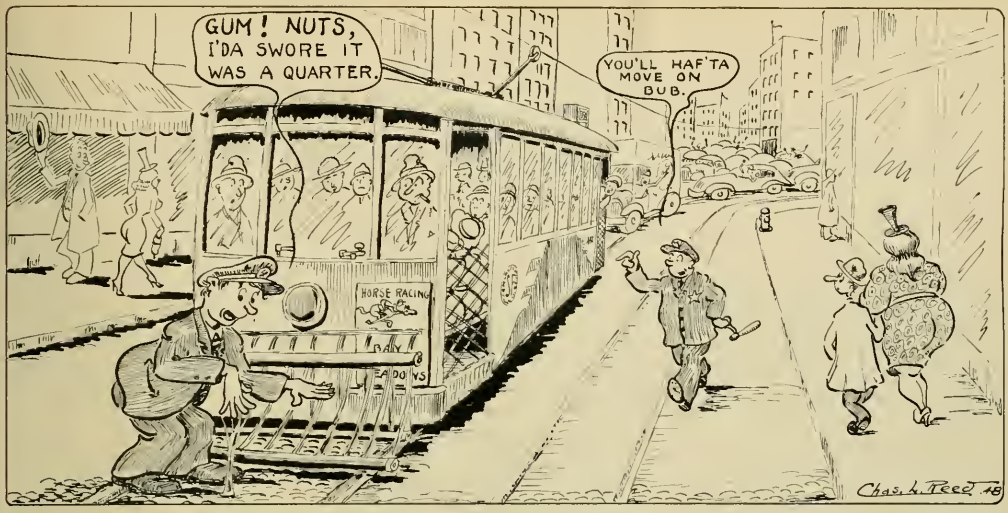
Everything in the booklet is fresh and up-to-date—new cover, new pictures, new route list and new maps. There are about 35 photographs in the folder, covering many fascinating San Francisco scenes. These include Chinatown, Golden Gate Park, the Presidio, Fisherman's Wharf, Seal Rocks, Portsmouth Square, the bridges, and many other points of interest.

The booklet was prepared by Gardner Griffith, formerly with the Public Service Bureau. Most of the new pictures were taken by Robert Rockwell, Assistant Public Service Director. Al Volkoff of the Engineering Department prepared the maps, and Charlie Reed contributed several small sketches.

While the pamphlet will be particularly valuable to tourists who do not know how to reach the various scenic locations, it will also be of interest to many local residents. The pamphlets are available at hotels, tourist agencies, the Convention and Tourist Bureau, Public Utilities Commission office at 287 City Hall.



A photograph of the tourist's first impressive view of San Francisco serves as the cover on the new "Tours of Discovery," shown at right. Below are some of the pictures in the booklet including the Palace of Fine Arts, a Bay ferry boat, the Aquarium, and Saint Peter and Paul Church. The inset picture does not appear in the guide folder but is included here because Joe the Chimp is such an obviously discerning young fellow. Note the absorbed expression with which he is reading Trolley Topics.



PUBLIC APPROVAL CAN BE WON BY GOOD SERVICE

By D. C. Ormsby, General Superintendent of Transportation

The instructions listed below should receive the careful thought and study of each and every member of the operating personnel.

Their application will have patrons of our city-owned and operated transit system singing your praises. Public goodwill is our most valuable asset. Earnestly strive to earn it.

1. Leaving Division, have your coach moving on time and in place.
2. Be at relief point in good time.
   a. Have several transfers punched and be ready to attend boarding passengers the moment you take over coach.
   b. Promptly compare closing figures on farebox with farebox card and write in your opening figures later, thus avoiding the unnecessary loss of valuable time in getting under way.
3. Thoroughly familiarize yourself with the running time between established time points. Operating ahead of schedule disrupts service, causing overloading of following coach and resulting in discomfort, annoyance and inconvenience to all concerned.
4. Space your coach at least one block at all times under normal operating conditions. In the downtown area on Market Street, where service frequency is comparatively short, you may follow at a safe distance at reduced speed and under full control. OPERATORS EXHIBITING CARELESSNESS IN THIS RESPECT WILL BE RELIEVED FROM DUTY AND RETURNED TO THE TRAINING DEPARTMENT FOR FURTHER INSTRUCTION ON THEIR OWN TIME.
5. Have at least $5.00 in change (plenty of nickels and dimes).
6. Be on the alert for cars and coaches at transfer points. Do not miss an opportunity to accommodate hurrying patrons; they will appreciate and remember such courtesy.
7. Do not fail to pick up passengers on turn-in trips.

Inspectors, instructors and other supervising officials are on hand to aid —not to hinder you.

Pride in performance and the exhibition of real teamwork will demonstrate that your transit system knows how to render service that will please patrons and thus earn their good will and cooperation.

LOOK YOUR BEST—DO YOUR BEST—AND SMILE.

REMEMBER—SAFETY SERVICE COURTESY.

Timely Tips On Speed Control

1. Adjust speed to the condition of the road, weather, traffic, your car—and yourself.
2. Keep a safe, clear stopping distance ahead of you at all times.
3. Be able to stop to avoid collision with objects on the highway—or which may suddenly come upon it.
4. Drive within legal speed limits. Safety always demands that you observe official speed limits; and it sometimes requires that you drive at much less than posted speeds.
5. Slow down at sundown! Drive at night so you can always stop within the distance you can see ahead.
6. Do your slowing down before reaching curves and intersections.
7. Always drive at a speed that will enable you to protect yourself against the mistakes of "the other fellow." (Speed Kills.)

Evolution of An Accident

"Injured"—said the workman.
"Inattention"—said the foreman.
"Inflammation"—said the nurse.
"Incurable"—said the doctor.
"Incredible"—said the mourners.
"Inquest"—said the coroner.
"Interred"—said the undertaker.
"Income"—said the heirs.
"Intestate"—said the lawyers.
"Incourt"—said the judge.
"Insolvent"—said the bailiff.
"Inpeace"—said the tombstone.
"Indoubt"—said St. Peter.

Office Chitchat

Ernest "Little Giant" Cordini spent a happy vacation at Blue Lake. Ernie says the shade was fine, and thinks that the sunbathers are a bit wacky . . . *Remo DeLuca* is motoring north in his new "Studie" . . . *Isabella Doherty* is convalescing following an operation in St. Mary's Hospital . . . "Sugar Mike" DePineda ran afoul of three sidewalk scooter riders and ended up on the pavement with a broken shoulder. Fortunately, it wasn't his guitar-playing arm. Take it "eesy", Azucar . . . Other Geneva casualties were *Tulia de Morales,* who nursed a broken arm during a vacation that was supposed to have been spent in Canada; *Mary Durkin,* who ran into some germs in Portland and had to call off the rest of her trip; and *Joe Beaumont,* who spent a little session in the hospital. . . . *Albion Nixon* has left our ranks, relinquishing his position here to accept a Senior's call with the Fire Department . . . *Merlin Henry* vacationed at Sequoia and the Trinity Alps; *Georgina Hendzel* took a trip east; *John Barry* visited Kansas City; *Joe Guidi* stayed at Boyes Springs; *Eula McVicar* covered most of the western National Parks; and *George Quinn* traveled to Soledad and other points . . . *Gerald Sheehan,* formerly of the Health Department, is a new addition to Geneva Timekeeping, and *Bob Clemo* has joined the timekeeping ranks at Geary.

Souvenir Cable Tickets Make Excellent Gifts

One of the most thoughtful ways to welcome a friend coming to the city is to present him with one of the souvenir cable car tickets. These colorful cards entitle the bearer to two rides, and after the stub is detached by the conductor, the passenger retains the postcard as a souvenir of his trip.

The cards come in shades of rose, green, blue and beige. They are priced at 25 cents each or in sets of four at $1.00.

Tickets may be purchased at any of the carhouses; also at 287 City Hall, the Emporium, Hale's Mission Store, Romer's Pharmacy (58 Leland Avenue), and at the turntable flower stand on Powell near Market.

It is expected that the cards will be in considerable demand as favors for conventions or other similar gatherings. Any inquiries should be directed to the Bureau of Public Service, Public Utilities Commission, 287 City Hall.

Trolley Topics

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

If your passengers inquire about the souvenir cable car tickets, you'll want to be able to tell them where they can be purchased. Read the adjoining story for information about them.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
S.L. REED
e 4 SEPTEMBER, 1949 Number 9

Detonator Test Shows Exact Distance Required For Stopping Motor Bus

How fast do you think you can stop a motor coach that is traveling at a speed of 20 miles per hour?

The students in the Transit Fleet Training classes are finding out for themselves with the aid of a device called a detonator. The instrument is furnished through the courtesy of the San Francisco Unified School District, and is fastened to the front bumper of the coach. As soon as the student gets his bus up to a specific speed, as 20 miles per hour, the instructor in charge pushes a switch which sets off a 22 blank cartridge and discharges a capsule of yellow powder on the pavement. The student has been warned that the instant he hears the shot, he is to slam on the brakes and bring the coach to the fastest stop possible. At the instant his foot touches the brake pedal, a second shot of powder is released from the bumper gun.

After the coach has been brought to a stop, the students are taken out and shown the powder marks on the pavement—the first one where the driver heard the shot, and the second one where his foot hit the brake. Between these two marks lies the distance the driver traveled while thinking and acting. The distance between the second mark and the front bumper of the bus shows how far the coach moved after brakes were applied. The over-all stopping distance is, of course, the total of the reaction and braking distance.

This visual demonstration is more impressive than any number of charts. Even at a speed of 20 miles per hour and with the driver alerted to expect the danger signal, the average coach operator finds that it takes about 40 feet to bring the bus to a stop. Obviously if the speed were higher or if the operator were inattentive in any way, the distance would be considerably greater.

The detonator test is one of the interesting demonstrations which are a part of the Transit Fleet Training program. Here Instructor Duke Wormuth explains to a class of students just how the mechanism works.

The detonator demonstration has created considerable interest outside as well as within the Railway. The Municipal Railway and Yellow Cab Company put on a joint demonstration recently before a class of school teachers at San Francisco City College. These teachers were attending a two-week special session in preparation for the state-wide high school driver education program.

Dr. Amos E. Neyhart of Pennsylvania State College, one of the foremost safety experts in the country, was present at the session. He stated that he was most gratified by the interest in safety education that is being shown by fleet owners, and he complimented both the Yellow Cab Company and the Municipal Railway on their safety programs.

The benefits from the more than 70 Community Chest Services in San Francisco are OUR benefits, yours and mine. In giving to the Chest we are helping people—friends, neighbors, babies, boys and girls; above all—ourselves, not just institutions or organizations. Let's remember that and give generously during the 1949 Chest Campaign from October 13th to November 17th.

The quarter-page ad which appeared in all the San Francisco daily papers this month is part of a campaign to boost patronage of the Railway and to help alleviate the decline in revenues which has already resulted in several cuts in service. No business can operate successfully without the approval of its customers. We have an excellent opportunity now to sell our patrons on the high quality of the merchandise we offer: SAFETY, COURTESY, SERVICE. A continued decline in passenger traffic will mean more cuts in service and fewer jobs in all departments. It should be a matter of vital concern to every Railway employee to see that the passengers who may be attracted by this advertising become "steady customers."

Many Good Suggestions Received From Employees

There have been a number of interesting suggestions forwarded by Railway employees in response to management's request for ideas to improve service.

Conductor John A. Bartlett of Geary Division has offered a plan to protect the air handle on the safety door cars from being bumped by passengers.

Operator Thomas Chadderton of Utah Division proposed issuing maps to employees starting on new lines which would instruct them both as to the route and as to intersecting lines.

Moving a stanchion to lessen the possibility of accidents at the front entrance to motor coaches was advocated by Operator Frank W. Johansen of Ocean Division.

Conductor Judd T. Jorgensen of Geneva Division has submitted a plan to change the wording on certain transfers; also a suggestion regarding coach stop signs.

Motorman Frank Dunne of Geary Division sent in a diagram covering signal lights at the intersection of Market, Stockton and Fourth Streets.

Operator Edward S. Jones of 24th Street proposed the holding of regular safety meetings for the education of personnel.

A suggestion to eliminate abuse of the transfer privilege was forwarded by Operator Edward S. Jones of McAllister.

Motorman Joseph J. Brown of Geary Division advocated the installation of a turnstile at the front entrance to coaches so that passengers would have to leave by the side exit.

An arterial stop at the junction of Lane and Palou Avenue was recommended by Operator J. A. Barnett of Ocean Division.

Joseph J. Corbin, Watchman at Elkton Shop, has suggested the painting of caution signals at the entrance to Ocean Garage as well as other ways to improve the traffic situation at this location.

A sketch of the intersection of Geary, Kearny and Market was forwarded by Conductor Freddie Brown of Ocean Division together with a suggestion regarding a block signal.

Conductor H. F. Lemmon of Sutro Division suggested the use of metal shields to protect the cushions on busses; also a new design for transfers.

Motorman J. H. Bauer of Geary Division asked that the "N" and "L" Streamliners be marked more plainly to avoid confusion for intending passengers.

A lot of constructive thinking has gone into these suggestions, and management is anxious to secure more along the same line. All employees are urged to contribute their ideas for betterment of Railway service. Letters should be addressed to Paul J. Fanning, Director Bureau of Personnel and Safety, at Potrero car house.

LEAVE YOUR PARKING WORRIES AT HOME

TAKE TRANSIT-SPEND the DIFFERENCE

GIVE YOUR NERVES AND YOUR PATIENCE A REST. FORGET ABOUT TRAFFIC TAGS. STOP PAYING FOR BENT FENDERS, PARKING METERS AND HIGH AUTO UPKEEP. LET THE OTHER FELLOW DO THE WORRYING.

SHOP 10 TO 4 BY MUNI RAILWAY

CHEAPER-EASIER-SAFER

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

24th Street Division

Frank "Butch" Murray, who was a Motorman for 14 years, is now a coach operator and doing right fine. . . . Fight fan *G. Citrino* can give out all the latest dope on the ring situation. . . . *Charles "Hungry" Ehrhorn* is always looking for extra work. . . . We understand *W. J. King* took the fatal leap. . . . *Charles "Dapper Boy" Cogliandro* pinch hits now and then in the office. . . . Day Dispatcher *Jim Lewis* is back from vacation. He and his pigeons are in good shape. . . . For a winner on the horse circuit, contact *James Milne*. . . . *Andy "Long Shot" Daw* gets a few winners now and then. . . . Night Dispatcher *A. R. McCarthy* moans whenever the Seals lose a game. Got a bet on 'em, Mac? . . . *Doyle E. Helms*, formerly of this division but now at McAllister, became a grandfather on August 11th when baby Christine arrived.

Line Department

In 1947 *Harry Jones* hunted as only a hungry man can hunt. His furious charges and roaring gun drove deer before him in panic. Terror came to the forest and the wild things had no rest. But the fading season found Harry tired and empty-handed. Sages in the Line Department shook their heads. . . . In 1948 his drives became less violent and his gun barked less often. He rested more. Along about midseason his legs gave out. A whisper drifted through the Line Department that Jonesy was through. . . . Opening day, 1949, saw him doggedly tramping the deer trails, his gun hanging limply at his side. In the Line Department they began to avoid him and change the subject when he approached. It was conceded that Jones couldn't produce. . . . On September 5th the electrifying word flashed down from the wild hills beyond Cloverdale that Jones had downed his buck. Steak hungry mouths began to water and the title of "Hungry" Jones was hurriedly forgotten. Rejoicing was in order. . . . Today from his position of esteem and respect Harry wishes to give full credit to the sobering influence of *Jack Morgan*, *Bob Gates* and *Angelo Ragona* without whose support he says he could not have accomplished his goal.

Our Sister Utilities

Three women employees of the Public Utilities Commission took the Knights of Columbus Around America and Canada Tour last month. *Eleanor Kenny* (Railway), *Ethel Cullen* (Hetch Hetchy), and *Elma Heitman* (City Hall) took off together for Chicago, Washington, New York, Boston, Montreal, Quebec, Toronto, Niagara Falls, Grand Canyon, etc. . . . The Engineering Department on the 7th floor has had a number of personnel changes. *Carl Cooper* and *Harold Blumenthal* have been transferred to 45 Hyde Street. *Bernice Hogan* received her permanent appointment and is with the Board of Education. *Elsa Pollock* is back with us for a while, and we also welcome to our ranks *Roy Wong*, *Charlie Galloway* and *Jay Hartman*. . . . *Eleanor Morhoff* entrained to Lansing, Michigan, where she picked up a new car and drove on to New York, returning home via the Grand Canyon. . . . *Mary Dempsey* won two DUCKS at the recent Santa Rosa Fair. . . . *Elvin Wixom* and *George Bauer* of the Water Department were guests at a retirement banquet at the New Tivoli. . . . *Bert Baltz* is going back to the Ozarks for a big family reunion. . . . Genial *Jim Cooper* used plenty of movie film on his vacation—developments later. . . . *Will Bushnell* has been wandering around with a plaster cast and pole; everyone is hoping for his speedy recovery.

Invest in U. S. Savings Bonds—safe and sure as the credit of the United States—the best on earth.

Geneva-Ocean Division

Vacation time is in the air! They're either going or coming or they're gone. . . . Operator *Bill Ruhe* was all smiles recently as two of his daughters spent a week with him on his vacation. What with a big beautiful Chrysler recently purchased, Bill really showed them around. . . . Dispatcher and Mrs. *George Taylor* enjoyed themselves at Lake Tahoe. . . . Operator *Alex Browne* vacationed in Minnesota, and as if San Francisco wasn't good enough, Alex got married up there! . . . What's the matter with Operator *Lee Shores?* Ever since Lee got his 1950 Studebaker that big friendly smile has disappeared! . . . That Granddaddy of all granddaddies is making the headlines again. Still at the ripe young age of 45, Conductor Johnny Cheek became a grandpa for the 11th time when his youngest daughter gave birth to a boy in Los Vegas.: . . . When a pregnant woman fainted on his bus recently, Operator *Tom McGrath* was ready to take the role of a midwife! . . . A fine bunch of sportsmen we have. Collector *Johnny Domas* goes deer huting and comes back with nothing but tall tales. And as for Receiver *Jack Wehren's* fishing excursions, the less said the better!

John Gaylord, Foreman of the Automotive Repair Shop at Turk and Webster, wins prizes every year at the Dahlia Show. This month he won the American Home Achievement Award for the fourth time; he is the only amateur who has ever won this award. Mr. Gaylord not only exhibits at the City Hall Rotunda, but during the dahlia season the Turk Street offices are decorated with a breath-taking display of his prize-winning beauties.

ARE YOU GOOD AT EXAMINATIONS?
HERE'S ONE SPECIALLY DESIGNED FOR RAILWAY MEN

The following questions are part of a test prepared by the Adult and Vocational Education Division of the San Francisco Unified School District for use in our Transit Fleet Training classes. Anyone with a thorough knowledge of the rules and regulations of the Municipal Railway should be able to score 100% on this quiz.

Here are your instructions. Circle the correct answer for each question, whether True or False; on the multiple choice questions write the number of the correct answer in the space provided. To find out your score, consult the list of answers on Page 7. If you have missed more than three questions, you better think seriously of joining the Fleet Training classes.

1. A special verbal order issued by Manager which conflicts with regular rules does not have to be obeyed. T. F.
2. Platform men must report at car-house at the beginning and completion of days work. T. F.
3. Operating personnel are required to report all accidents involving equipment they are operating, no matter how trivial the accident may be. T. F.
4. The principal reason for requiring smooth operation of street cars and busses is for the comfort of the passengers. T. F.
5. Under no circumstances will a car enter an intersection when an approaching car is descending a grade in excess of three per cent, until such approaching car has been brought to a full stop at intersection. (At least a distance of 200 feet should be allowed.) T. F.
6. An extra man who oversleeps and fails to to report by 11:000 AM on the following day will be charged with another over-sleep. T. F.
7. When complaints are made to platform employees, if unable to adjust same satisfactorily politely refer complainant to line inspector. T. F.
8. Uniformed members of our operating personnel will be required to wear their uniform cap at all times while on duty. T. F.
9. When street cars or motor coaches are involved in accidents, most people at the scene will gladly give their names as witnesses. T. F.
10. In a case where a passenger drops three dimes in the fare box for a single fare, the conductor should; (1) refer the passenger to the office for adjustment; (2) tell the passenger no refund can be made; (3) refund the excess amount; (4) ignore the incident entirely. ( )
11. If a passenger presents a bill that the conductor is unable to change, the conductor should; (1) suggest that passenger leave car, procure change and board following car, (2) eject the passenger from car, (3) permit the passenger to ride free; (4) procure change from nearest store. ( )
12. A return of fare must be tendered to passenger ejected from the car or coach. T F
13. Loud ringing of a street car bell or sudden blowing of a motor coach horn may frighten or confuse a pedestrian and cause him to step directly into danger T F
14. Safe operation of streets cars or motor coaches is more important than keeping on schedule time. T F
15. Employees must upon request give necessary information to an authorized police officer regarding an accident. T. F.
16. When a passenger is seriously injured in an accident all employees who have any knowledge of the occurrence must write out a full and complete accident report.
17. It does not make much difference whether motor coach operators give hand signals or not, as other drivers do not see them or pay no attention to them if they do. T. F.
18. Employees while on duty must have in their possession a copy of the rules governing their position. T. F.
19. Platform men must report for duty on the time indicated by time-tables or detail list.
20. While on duty every uniformed employee must carry a watch that will pass standard railway inspection. T. F.
21. The Municipal Railway is legally responsible for any damage that results from negligent operation of a street car or motor coach by an employee of the Railway, even if the employee is violating a rule at the time. T. F.
22. At all cable car crossings, cable cars have the right-of-way, provided a full stop is made before proceeding. T. F.
23. On Trolley Coaches, the general rule will be to use power for the curve and coast for the straight track when using electric switches. T. F.
24. Platform men who have been on leave of absence for any cause exceeding fifty (50) days, before returning to work, must report to Instruction Department for the purpose of breaking in. T. F.
25. At 30 miles per hour a coach travels approximately: (1) 15 feet per second; (2) 25 feet per second; (3) 35 feet per second; (4) 45 feet per second. ( )
26. Which of the following actions do you believe causes most accident between cars pulling out of parking spaces and cars in the street? (1) fast driving on the part of the car in the street; (2) the fact that cars are allowed to park in narrow streets, (3) failure of driver of the parked car first to ascertain that he can move safely out into the street and to signal intention before leaving the curb. ( )

Sympathy

(We are sorry to report the deaths of the following fellow employees. Our sincere condolences go to the families.)

Joseph H. Beaumont, Senior Clerk in charge of Ocean Division Timekeeping, died on August 21st after a heart attack. He was 38 years old and had been with the Railway since August 10, 1942.

Max M. Bushner, General Clerk, who entered the service as a Conductor from the Market Street Railway, died July 30th. He had been employed since June 16, 1941.

Stanis Grimale, Auto Mechanic at 24th Street Garage, died June 26th. He was a Charter employee and had served since August 27, 1943.

David H. Howett, Geneva Motorman, died after a sudden illness on July 5, 1949. He joined the Railway May 8, 1924.

Walter F. Johnson, Geary Conductor who had been with the Railway since June 4, 1928, died at the Veterans' Administration Hospital in Tucson, Arizona, on July 8th.

Paul Kiesow, Ocean Motorman, died July 13th. He was a native of Wisconsin and had served the Railway since December 18, 1923.

Michael Metro, Geary Motorman, died at the age of 61 on May 29th. He was a native of Pennsylvania and had been with the Railway for 20 years.

Can you guess how Operator L. A. "Pop" Smith got his nickname? These are just a few of the Ocean Division operator's "children" lined up at the side of his bus—that's Pop by the door. And speaking of children, school days are here again, which means it's time for Railway men to be extra cautious about the way they operate their vehicles.

RETIREMENTS

Name and Occupation	Employed	Retired
Edward Balthasar, Sutro Motorman	8-17-18	7-27-49
Randall G. Bell, Mach. Tool Operator	3-13-26	6-30-49
Carl R. Berg, Geary Motorman	8-23-18	6- 1-49
Eugene H. Carles, Geary Conductor	5- 4-23	6- 1-49
John Carr, Geneva Motorman	12-14-22	6-16-49
Daniel J. Cronin, Geneva Conductor	2-17-15	6-21-49
Frank David, McAllister Motorman	4-19-15	9- 1-49
Thomas J. Dunne, Laborer	3-22-26	6-30-49
George R. Ensign, Geary Motodman	8-12-14	8- 1-49
W. E. Everson, Geary Motorman	1-16-24	7- 1-49
Thomas E. Hollahan, Geary Motorman	8- 2-17	7- 1-49
George L. Knot, Geneva Conductor	3-31-44	8-14-49
Albert P. Kogler, Auto Mechanic	1-14-43	6-30-49
Demetrios Paras, Sutro Motorman	8-16-17	7- 1-49
Samuel K. Peirce, Watchman	1-27-14	7- 1-49
Philip Plunkett, Geneva Conductor	8-12-18	7-22-49
Anthony Pohlman, Leather Worker	6- 3-22	6-15-49
Joseph R. Preston, Utah Motorman	10-12-17	8-25-49
Pietro D. Rovai, Car Cleaner	9-17-17	6-30-49
Stephen Shephard, Sr. Power House Opr.	10-16-23	6-15-49
Theo. Soderberg, Geneva Conductor	1- 8-25	6-12-49
Albert Tassi, Sr. ERSM	2-18-15	6-30-49
Frank Tisack, Geary Motorman	2-26-18	7- 1-49
Walter S. Wilmarth, Claims Investigator	6- 2-14	6-30-49

John Nyhan, Trackman, who entered the service on July 1, 1939, died August 8th. Mr. Nyhan was on leave in Ireland at the time of his death.

James Wm. Pepper, Sutro Conductor, collapsed suddenly while off duty and died on May 27th. He had been employed since July 14, 1913.

Peter Seegos, Sutro Motorman, died July 14th. He was the No. 1 man on the Railway sign-up, having been employed since June 10, 1907.

Fred Horace Sparks, Geary Motorman, who had been with the Railway since June 11, 1946, died June 24th. Funeral and interment services took place at Ft. Valley, Georgia.

William Thompson, Ocean Motorman, died July 20th after several months illness. He had served the Railway for more than 25 years.

Phillip Woods, Garageman, who entered the service on August 13, 1947, died on August 2nd as a result of injuries received on the job. His fellow workers presented the bereaved family with a check for $1250.

Shop Notes

Congratulations are in order for these Paint Shop workers: *William H. Murphree*, who was married in Los Angeles recently; *Stanley E. Bradshaw*, who became the father of an eight-pound boy on August 15th; and General Foreman *Oscar Larson*, whose third granddaughter arrived on August 30th. . . . Clear Lake was the popular vacation headquarters of *George Anderson, Bob Dini, Lionel Dini, Norman Robinson, Jim O'Donnell* and *Jim Albert. Lake* Tahoe was second in popularity and was visited by *Charles D. Miller, Harry Hardesty, Arthur Zimmer* and *Isaac Hind. Jim Gardner* and *John Williams* went to Howard Hot Springs. Other vacationists were *George Devany*, Nevada; *Rudolph Rusz*, Russian River; *John Larcombe*, Lake Louise; *Ed Hayes*, Boyes Springs; *Am Ipsen*, Idaho; and *Chris Anderson*, Glacier National Park. . . . The death of Jumbo, the watch dog, was a blow to all. Jumbo had served the Railway valiantly for 11 years. He worked a 24-hour shift guarding the property and was held in high regard by all the shopmen. He was particularly attached to General Storekeeper *Fred Coulman*, and his first and fatal illness occurred when Fred was away on vacation. Although the shopmen took up a collection to see that Jumbo got the best care in a veterinary hospital, they could not pull him through. . . .

Bureau of Engineering

(This column marks the debut of Marie Jackicich as reporter for the Engineers. She replaces the faithful Al Volkoff, who has left the Bureau.)

As all things must go, so are the vacations in the Engineering Department finally coming to an end. Our cute little draftsman, *Mae Chan*, has returned from her camping trip with a gorgeous tan and singing, "Give me two weeks more" . . . Then we have *Gail Smyth*, Mechanical Engineer, hoisting a few with none other than Frankie Sinatra up at the Biltmore Lodge at Lake Tahoe. Honest! . . . If you've been up to our Department lately you'll know that it was like going through an obstacle course to get in and out of here. And the noise has toned down a lot, too. Seems they're only using a couple of air compressors and two or three jack hammers now. . . . We bid a fond adieu to *William Paulk*, who has transferred up to Moccasin. Good luck, Bill, it's been nice. . . . At this time we'd like to welcome a new member to the staff, namely, *Harry Pachon*, Civil Engineer. . . . Now that the new Presidio Yard has been completed you can watch a sizzling baseball game every day at noon—Engineers vs. Draftsmen.

There are old drivers and there are bold drivers, but there are no old bold drivers.

Trolley Topics

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Washington-Mason Division

With the tourist season drawing to a close and the opening of the new school year, the men of this division are settling down to stride. The past season has given some of the new men a chance to see how the little cable cars bear up under the load. We are happy to state that our men have again come through a trying period with flying colors. . . . Many of the members of Washington-Mason are looking forward to the return of *Jim Buskirk* from the Chicago Railroad Fair and hope he will relate some of his experiences to us. . . . Gripman *C. Mullins* spread the fame of our cable cars when he appeared on a recent television show.

Our transit advertising representatives, Fielder, Sorensen & Davis, don't miss a bet when it comes to plugging their product. Visitors who enter the unique lobby at 58 Sutter Street are startled to discover that they have apparently boarded a street car, and a very swanky one it is too. The green leather bench seats, chromium stanchions and spacious "windows" are very realistic, especially as the window panels reveal large panoramic photographs of San Francisco's Geary Street, exactly as it would be seen from a street car window. In this picture Messrs. William F. Fielder, E. B. Sorensen and Harrison Davis are admiring their new Knobby Lobby.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Radford R. Bailey, McAllister. "As I boarded the bus the driver said 'Good evening'. I thought he had mistaken me for a friend or a steady pasenger. To my complete amazement each and every passenger that boarded the bus all the way to Market Street was greeted in the same manner, old, young, black or white, man or woman. Most of them looked as dumbfounded as I had, but when they went and sat down I noticed a pleased look come over them.

Dario G. Giuntini, Potrero. "When riding in his bus it is like a Pullman. No jerk at the start and stop like some of the other operators who have no consideration for the riders. Kindly compliment him and extend my best wishes."

Booker T. Brooks, Utah. "Your driver is very efficient and helpful. Yesterday on the No. 55 bus I noticed him directing a little woman who was lost, and he did it in a most pleasing manner."

Peter Falvey, Sutro. "Mr. Peter J. Falvey is an Irishman, a Muni line motorman, has white hair, and jockeys his 'B' car without jerk or jolt. Not only that, but he is kind, courteous and a veritable information bureau for passengers who want to know how to transfer from which to what to get where."

John F. Heissenbutel, Geneva. "Suddenly the motorman slammed on the brakes. He climbed out of the car, removed a baseball bat that had rolled onto the track and tossed it over to an anxious boy standing on the curb."

William J. Green, Ocean. "It is with pleasure that I mention Driver 3359 for being so courteous to his passengers and calling clearly the stops and points of interest. This was on Sunday afternoon when there were several visitors aboard, and it helped them greatly."

Ben Lacey and *Michael Duffy*, Inspectors. "I think you have very honest people working for you. Inspector Lacey was good enough to call up Inspector Duffy and ask him to get my purse from the crew of the 'J' car. Inspector Lacey brought back my purse that the conductor and motorman were honest enough to return. I think it was mighty good of all of them to do this."

August A. Musante, Geneva. "Ride with him some time and have a treat. He is really inspiring to many who are in need of a kind word and a friendly smile. After the school kids get off the car they all holler goodbye to him, and he waves to them with a happy smile and a twinkle in his eye."

Earl N. Greene, Potrero. "He had at all times the full control of the trackless trolley he was operating, and not the bus controlling him. Also he was very polite to a drunken woman passenger. He never said one word back to her, and later he aided her off the bus and onto the sidewalk."

William Dennison, Geary. "His friendly smile never left his face even though the car was crowded and some of the passengers were pushing and shoving. In that time he helped one woman get a heavy suitcase on the car, saved another fool woman from being hit by an automobile, gave a man directions on how to get somewhere, listened to one passenger complaining about another pasenger, and all the time making change, giving transfers, etc."

Howard C. Welch, McAllister. "On a very trying run he was efficient, courteous and kind, called all streets and explained transfers. He is tops."

Others commended were: *J. R. Miller*, Geary; *J. F. Shinner*, Inspector; *George Macken*, Utah; *Royal R. Kenny, Jr.*, Utah; *June Wiser*, Geneva; *Paul Williams*, Potrero; *John Harris*, McAllister; *Daniel Flecher*, McAllister; *Ophia Hicks*, Potrero; *John Massingale*, Potrero; *L. B. Delaney*, Sutro; *Moses Thomas*, Ocean; *James Tarver*, McAllister; and, *L. O. Shores*, Ocean.

Here are two of Washington-Mason's friendly conductors, George Bradley and Jesse Blair. Passengers like the cheerful smile and courteous attitude of these men, and comments have also been made on their snappy appearance.

Answers to Quiz

1. False. See Official Rule Book, Rule 1.
2. True. Rule 11, Sec. 6.
3. True. Rule 33, Sec. 5.
4. False. For preservation of equipment.
5. False. Rule 26, Sec. 4.
6. True. Rule 12.
7. False. Rule 19, Sec. 2.
8. True. Rule 10.
9. False. Not unless you use the right approach.
10. 3. Rule 76, Sec. 2.
11. 1. Rule 72.
12. False. Rule 38, Sec. 9.
13. True.
14. True. Rule 24, Sec. 1.
15. True. Rule 33, Sec. 15.
16. False. General Bulletin 1168.
17. False. Vehicle Code, Sec. 544, 545.
18. True. Rule 3, Sec. 1.
19. True. Rule 11, Sec. 1.
20. True. Rule. 7
21. True. Civil Law Code.
22. False. Rule 26, Sec. 5.
23. True. Rule 25, Sec. 4.
24. False. Rule 13, Sec. 4.
25. 4.
26. 3.

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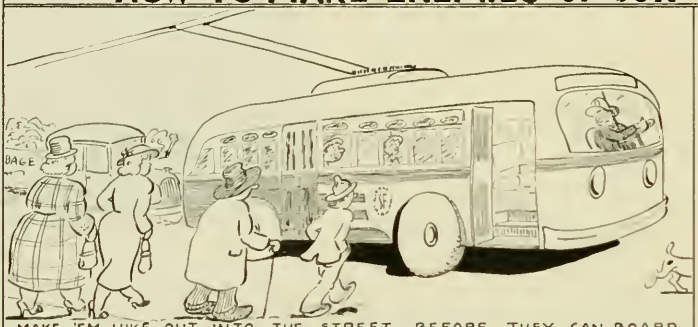
TORTURE AS A FINE ART
OR
HOW TO MAKE ENEMIES OF OUR CUSTOMERS



MAKE 'EM HIKE OUT INTO THE STREET BEFORE THEY CAN BOARD. THIS HAS A TWO WAY EFFECT, IT BLOCKS TRAFFIC BEHIND YOU TOO

JUST GLARE WHEN THEY ASK FOR DIRECTIONS, WHAT DO THEY THINK YOU ARE, A CITY DIRECTORY?

IF THEY GIVE YOU ANY PAPER MONEY, GRUMBLE LOUDLY WHILE MAKING CHANGE. NEXT TIME THEY'LL PROBABLY TAKE A TAXI

IF SOMEONE IS RUNNING FOR YOUR BUS, PULL OUT JUST AS HE REACHES THE DOOR. THIS TAKES GOOD TIMING, BUT IT'S VERY EFFECTIVE.

GIVE THE STANDEES A GOOD JERK AS YOU PULL OUT AND AT EVERY STOP. LET 'EM KNOW THIS ISN'T ANY PICNIC.

TRY A FEW INSULTS, THE PUBLIC WILL LOVE IT, THEY WILL NO DOUBT VOTE YOU A RAISE.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

4 OCTOBER, 1949 Number 10

ERATORS LEARN ABOUT SAFE DRIVER AWARDS

aging Director Iver C. Larson of the National Safety Council s first-hand instruction to Operators John Tracy and Robert el on how to win highly-prized badges. Program starts November

(See story on page 2.)

SAFE DRIVER AWARDS WILL BE WORN BY MUNI MEN WHO CAN COMPLETE YEAR WITHOUT PREVENTABLE ACCIDENTS

The National Safety Council Safe Driver Award is a badge of distinction which is respected all over the country. The man who wears this award is recognized as a professional driver who has proved his skill in avoiding preventable accidents.

Municipal Railway men will now have a chance to win these coveted medals. Starting November 1st, every operator, motorman and gripman will be enrolled in the program. These men have already received booklets outlining the rules under which the awards will be made. For the benefit of those who are not eligible but who will undoubtedly be interested in the program, here is how the award plan will work.

What Is It?

The Safe Driver Award has been developed as a nationally recognized certification for drivers who have demonstrated superior ability. It is for experts only. Fleet owners throughout the country are registered with the National Safety Council, and owners and drivers alike understand the kind of performance required for earning the award. It serves as guaranteed proof of safe driving and expert performance and constitutes the best kind of recommendation possible if the holder is seeking employment. In order to maintain the reputation of the Safe Driver Award, it is necessary to keep standards high and to see that every company who uses it sticks to the same strict rules.

Who Is Eligible?

Motor coach operators, trolley coach operators, motormen and gripmen who

Municipal Railway men will be eligible for their first Safe Driver Awards on November 1, 1950, and it is hoped that hundreds will qualify for this honor. Pictured here are some of the men who hope to win one of the National Safety Council badges. (Upper left) Paul J. Fanning, Director of Personnel and Safety, shows the awards and explains the plan to Operators Harry Chonoplis, Rudy Belluomini, Dario Giuntini and Aaron Barskey. (Upper right) Drivers Leo Martin and Orville Bradley check their records with Dick Griffin of the Accident Prevention staff. (Lower left) Instructor Bill McRobbie posts one of the safety posters in the gilley room as James Long, Robert Pryor, William Stringer and J. L. Knudson study up on the rules of the award program. (Lower right) Mr. Larson and Public Relations Director Jack W. Soward of the National Safety Council confer with Bill Ratto and Mr. Fanning over some of the material to be used in promoting the campaign.

spend at least 51% of their working time in operating a vehicle will be eligible for the awards.

How Winners Are Determined

National Safety Council Safe Driver Awards are issued fairly and honestly. A set of rules for deciding awards have been drawn up which do away with "guessing." When a driver has an accident he must make a complete report of all the facts concerning the accident. From these facts a fair decision is made as to whether or not the driver could have prevented the accident.

Information on all reportable accidents and the decisions about preventability are kept as part of the permanent record of every driver. Requests for awards are made according to the individuals' records, and each application is checked by the National Safety Council before an award is issued.

How Long Does It Take?

If you can drive 12 consecutive months without having a preventable accident, you can win a one-year Safe Driver Award. If you drive 24 consecutive months without a preventable accident, you can win a two-year award. Similarly, 36 consecutive months are needed for a three-year award.

This "proving period" of three years (36 consecutive months) has been set out as a rule. Under the proving period rule, if a driver has a preventable accident any time before he earns his three-year award, he loses whatever standing he may have won and must start over "from scratch." That is, he must start from the date of the accident and drive safely for 12 consecutive months to earn a one-year award, even if he has already earned a one-year or a two-year award.

If you have a preventable accident after winning your three-year award, you do not have to start over "from scratch." Instead, you are given a penalty of 12 months' driving time, and then may start again to earn your next higher award.

Your "Anniversary Date"

The date on which you earn your three-year award becomes your "anniversary date." It is never changed by penalties. The only time your anniversary date changes is when you stop driving for a period of time. In that case, the day when you complete 12 months *driving time* (figured from your last anniversary date) becomes your new anniversary.

The "Penalty Rule"

After earning the three-year award, a driver loses 12 months of driving time as a penalty for *each* preventable accident—*figured from his last anniversary date.* After he has worked off his penalty the driver must complete 12 months of driving without a preventable accident to earn his next higher award.

For example: a driver earns his three-year award on January 3, 1947. This becomes his anniversary date. On May 31, 1947 he is charged with a preventable accident. His five months of safe driving from January 3, 1947 to May 31, 1947 must be applied to the penalty, and he must also drive seven months more without a preventable accident (from May 31, 1947 to January 3, 1948) to complete his 12 months' penalty. Then, to win his four-year award, he must drive 12 months more (until January 3, 1949) without a preventable accident. If he should have a second preventable accident any time before winning his four-year award (on January 3, 1949) he would lose another 12 months driving, and would have to drive until January 3, 1950 without another preventable accident in order to win his four-year award. A third preventable accident before January 3, 1950, would make him ineligible for his four-year award until January 3, 1951, etc.

What Is A Preventable Accident?

For award purposes, a preventable accident is any accident in which the driver failed to do everything he possibly could have done to prevent or avoid the accident.

The award rules protect a driver from being charged for an accident if there was nothing he reasonably could have done to prevent it. However, such accidents are rare. The facts about each accident must be considered carefully before deciding whether or not it was preventable.

Responsibility to prevent or avoid accidents goes beyond carefully observing traffic rules and regulations. Professional drivers are expected to drive so as to *prevent* accidents . . . in spite of hazards of weather or road, traffic conditions, and the other fellow's faulty driving and failure to obey traffic regulations.

How To Appeal A Decision

When a driver is charged with an accident which he feels he could not have prevented, it is his privilege to make a written request for an appeal review of the accident. This request should be submitted to his superior. It should contain complete details of the accident, describe unusual circumstances,and give reasons why the accident was an exception to the rule and should be classed as non-preventable.

The driver's statement, together with copies of the accident report, will be forwarded to the Accident Review Committee of the National Safety Council. This committee is made up of five outstanding safety directors—

It will be a proud day for Operator Charles Calkins when he can actually wear one of the Safety Awards. Here John Tracy watches as Mr. Larson shows Mr. Calkins how the award will look on his lapel—providing he has no preventable accidents during the next year.

accepted authorities in the accident prevention field. Their decision will be final.

IT'S FOR EXPERTS ONLY

Although "amateur" or "Sunday" drivers may not know how to prevent accidents involving gross negligence, poor driving and violations on the part of others, preventing such accidents is all in the day's work for the professional driver.

Even for the professionals, the requirements for earning the National Safety Council Safe Driver Award represents a high standard of achievement. It is true that those who are able to qualify are a select and special group of drivers.

Winning the Safe Driver Award depends on attitude and skill. It is *not* a matter of luck. You must prove your ability to drive safely if you want to be a winner—AND YOU HAVE TO BE GOOD!

The Safe Driver Award is for experts only!

The "This is San Francisco" radio program devoted three of its recent broadcasts to the Municipal Railway. On the final installment of the series, Operator Glann Roberts of Potrero Diviison was given a chance to air his views acquired during 27 years on the Railway. Here Mr. Roberts cheerfully answers questions asked of him by Jim Grady, director of the program. Mr. Grady is planning a broadcast concerning the woman of the Railway for the near future.

Sutro Division

Where everybody went on vacations would cover a lot of territory in our estimation. Everybody came back bubbling over with stories. For instance, our genial evening dispatcher was up in the air. Not that he isn't all the time, but we've always understood that only angels have wings. Then *Superintendent Schirmer* just stepped into his lovely new car and away he went. He didn't even have any idea where he was going, but he came back raving too. *Harry Franklin* packed up and headed south and had a grand time in Santa Barbara. When your reporter got back from her little trip to L. A. and places south, *George Il'est* hopped a Streamliner and headed for Canada to visit relatives there. *Hal Crawford* went to Winnemucca, Nevada, to clean up on the roulette wheel, but so far as we know, he just left a little dent in it. When we all got back and *Bob Connolly,* grinning from ear to ear, asked us if we were glad to be *back,* ooooh, the dirty looks that went his way. . . . *Ed Dyson* was raving like a wild man when he had the sign-up on his hands. And what a sign-up it turned out to be. And are we glad it's all over. . . . The sudden death of *Harry Allen's* wife, Linda, was a great shocks to her many friends. That accident also put *H. Allen, Lee Inmon, E. Gaw* and *W. Gazaway* in separate hospitals. We all hope they will be up and around soon. Meanwhile why not go and visit them and cheer them up?

"Bucking Broncos" Make Poor Transit Vehicles

A steady stream of complaints are being received on the subject of ROUGH OPERATION.

Your patrons are rightfully entitled to more than just transportation from one point to another. It is within the control of each operator to make his trip a pleasure. Get under way smoothly and stop smoothly. Don't "inch" in traffic.

Operating personnel should always bear in mind that they are salesmen of a commodity—transportation; therefore, as good salesmen take pride in performance and demonstrate your professional technique as qualified and capable operators.

Help create good public relations by extending courtesy to patrons hurrying to your car or coach, to pedestrians, and to drivers of vehicles. It pays big dividends in good will. MAKE WINNING THE PUBLIC A "MUST."

Making connections at transfer points is good business and greatly appreciated by patrons. Being on time and in place whenever possible is another good-will winner.

D. C. ORMSBY,
General Supt. of Transportation.

Potrero Division

That operator you have seen going at that fast pace is *S. J. Lucia.* He just won a medal recently in the Dipsea Race. Wonder if the mustache had anything to do with it. . . . No doubt you have been Operator *John C. Kinsey* going around with his chest out recently. Reason is that he is now a grandfather. Both mother and daughter are doing nicely. . . . *Harriett Oland,* Mr. Mason's secretary, has been spending a well-earned vacation at Carmel. She really enjoyed it. . . . Those two little ladies with the friendly smiles are Mr. Cooley's and Mr. Fanning's secretaries, *Stella Dermott* and *Norah Porter.* They surely know the time of day when asked. . . Operator *Justin Jutzi* says he is beginning to wear out the carpets on night duty. He is the proud father of a baby girl.

Our Relief Receiver, *Ed Mullane* is the father of a bouncing baby boy. Is he going to be a contractor, Ed? . . Operator *C. S. Coleman's* wife recently presented him with a baby girl. Please note. Mass production at the Potrero Division. *"Doc" Davis* writes from Guam that he is engaged to a "wonderful girl" and wants to be remembered to all his friends.

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Paul L. Young Sutro. "He greeted his passengers with a 'Good Morning" and a 'Thank You' when the fare was paid. His courtesy, thoughtfulness and pleasant personality make him one of your outstanding men."

W. H. Weidinger, McAllister. "My transfer was overdue and he very politely told me about it. Since I had spent all my money downtown I was in quite a situation. This driver loaned me 10 cents, which I am returning now. He should be highly praised, and I thank him again."

Charles Wm. Long, Ocean. "The driver by his voice and action made it a trip long to be remembered just because of him. When he stopped the bus and said 'Goodnight' it seemed as if it was a personal bidding goodnight that came from both himself and the company he represented."

August Musante, Geneva. "Many times I have observed his kindness to mothers and children, old ladies who find it an effort to step quickly, and those with grips and bundles. I don't know who he is, but I am voicing my appreciation for such courtesy is very rare."

Henry M. Ertman, Utah. "As frequent passengers on the No. 53 bus line would commend driver No. 1498 for exceptional courtesy and consideration of passengers."

W. O. Wieland, Potrero. "Who would have thought a Muni trolley coach could be operated in a manner comparable with a ride in a limousine? Well, it can. It happened this morning. Not a jar, not a jolt—but a comfortable smooth ride all the way. All stops were made at the curb; all connecting line transfer points were called out. This operator has 'everything on the ball'."

Andrew H. Payne, McAllister. "His courtesy was most outstanding, and he greeted everyone with a smile. I, for one, ran for the bus as I had an appointment. It meant being late if I did not catch this one, and he stopped for me."

Patrick M. Scott, Ocean. "Some boys had lit firecrackers on the concrete wall, and when the driver saw them he quickly shut the doors. By his quick thinking he probably saved me from very painful burns in the face."

Jerry Romero, Potrero. "Not only is the new bus a marvel for comfort and efficiency, but the driver seemed to me to be a very alert and courteous man. His handling of both bus and passengers was most commendable."

Others commended were: *John G. Reed,* Potrero; *Robert Buttle,* Potrero; *Joseph McCowan,* McAllister; *Curtis Combs,* McAllister; *John H. Hatter,* Potrero; *Joseph Van Schulze,* Potrero; *Ralph Dennis, Jr.,* Potrero; *Raymond Apodaca,* Geneva; *Radford Bailey,* McAllister; *John Denman,* Ocean; *George W. Dahl,* Ocean; *Eugene J. Carli,* Ocean; *W. J. Green,* Ocean; and *Frederick Simon, Ocean.*

McAllister Division

Conductor and collector *Louis Maurer* is back at work again after a wonderful trip visiting old friends in Pittsburgh, Pennsylvania, where he also attended the convention of the Amalgamated Association of Street and Electrical Railways. . . . *Clyde Adams* spent his vacation along the California Coast and tried to catch some fish in the surf at Fort Bragg. He came back as fat and sassy as ever. . . . *Superintendent Strawn* returned from a long trip in Arizona and Southern Utah. What the writer wonders is—how did the old Studebaker ever make the trip and get him back again. Since returning he has had two offers for it, one for $400 and the other amount undisclosed. . . . *Bob Moyle* is in the Veterans Hospital. The last time Dispatcher *Bill Johnson* visited him, he brought back the news that Bob is up on his hind legs again. Incidentally, Bill can hardly wait until he can hit the trail for that two acre ranch in Freestone. . . . *Mildred Sharp* and *Bob Siemens* visited in Siskiyou County during their vacations. Bob was very proud when he shot a big four point buck. . . . Inspector *Ed Arata* is a new addition to the McAllister office. We welcome Ed and wish him good luck. . . . *(Editor's note: May we also welcome Mary Swinney as our new reporter for McAllister Division. This is Mary's first column, and we think she is doing a grand job. She'll appreciate getting news items about any employee at McAllister, so help her out.)*

This attractive booth, designed to resemble the front end of a cable car, has been used in several recent conventions and has served thousands of San Francisco visitors. Gripman Carl Mullen (at left) has been manning the booth. Besides distributing the guide books, Tours of Discovery, and selling the souvenir cable car tickets, Mr. Mullen has answered a vast assortment of questions and encouraged many tourists to see the city via Municipal Railway. The booth was built at Elkton Shops, and after it was completed some of the girls from Geneva came over to inspect it. (At right) Marie O'Reilly and Frances Vennarucci tried it out and gave it their okay.

Vacations are over, but the memories linger on. These pictures show how some of our co-workers spent their holidays. (Top row) Joy Burt went riding at a dude ranch in Victorville. Chris Welch and friend had a chat with Chief Running Water at Depoe Bay, Oregon. Abe Windreich played cards at Ghirardelli's Roost in Golden Gate Park. Some of the 425 Mason Street people got together for a barbecue—that's Bob Devine with the fork and watching him hungrily are Saiko Yakahi, the Bill Eggerts, Ralph Sterner, Bert Keller, Ruth Fox and Mabel Bamford. (Second row) Harry Jones of the Line Department went hunting near Cloverdale and brought back a long-sought deer. George Lindsay of Geneva carhouse and his wife took the 17-Mile Drive along the Monterey Peninsula. Lineman Bob Gates hooked a big salmon off the Marin Coast and Skipper Brent Sellick helped him land it. Mechanic Ed Kearney and Garageman John Bell kept in practice by giving the Chevy some new timing gears at Steamboat Springs Colorado. (Bottom row) Washing up in one of Yosemite's icy springs are Buzz Harris and Philip Fitzbuck. Machinist Joe Barbetti caught these 31 and 36 pound bass near Crockett. Wally Balzer inspected rock formations in Yosemite National Park. Andrew Freitas of Elkton Machine Shop also visited Yosemite and enjoyed feeding the deer which came into camp. Elma Heitman stopped at the Laredo Fountain of Time in Chicago on her country-wide tour.

Garage Exhaust

That new look at Turk-Webster is Foreman *John Magrini* taking over "stable" activities from recently retired Foreman Auto Machinist *John Gaylord*. John's service with the Market Street Railway extended back to April 3, 1907. Our best wishes follow him, and we know additional time will permit his development of dahlias more beautiful than those which have already gained him national recognition. . . . Vacation tales become more soul stirring and hectic, and a volume would be required for recitation. Things like *Clarence Kriens* on his trip around the U.S. and reaching a new low with a ride on a bus in New Orleans called Desire; *John Bell* and *Ed Kearney* tooling the Chevy for 7500 miles and their road side job up in the Rockies replacing timing gears: *Frank Dito* with 600-W in the crankcase, but noiseless and smooth while it lasted he sez; and *Werner Odenthal* looking for a new gun to start his vacation, and returning with a spankin' new DeSoto—and the guys wondering who else had a gun—H'm! . . . It's good vacations are drawing to a close and we can give more attention to things at home like births and *Art Beach's* new son, James Arthur—and what makes *George Tilton* so jumpy these days?? —and we surely hope *Tom O'Connor* gets that guitar before his horse dies. . . . According to *Ken Murray*, *Ernie Kilby* is the best fisherman in the city of San Francisco. Boy, did Ernie show his skill with the wily stripers at Three-Mile Slough recently!

Track Department

Congratulations to *Pat Huvane*, whose wife presented him with a lovely daughter, christened Marian; also to *Frank Cassidy*, whose daughter presented him with a son-in-law in a beautiful wedding on October 1st. . . Have you noticed what a dapper look that new mustache gives *Ed Costello?* . . . Upon returning from her vacation *Anita Rohlfs* claims there is nothing like a new Chevrolet to enjoy travelling the highway to and from Santa Barbara, Hollywood and way points. . . . It was with regret we learned of the death of *John Nyhan*, Trackman, while on leave in Ireland. John was very popular with his fellow workers and was due to return to his position with the railway within the next two weeks.

More vacationers: (Top row) Joe Barbetti, Jim Albert, Elmer Kenney and George Nolan of Elkton Shop start off on a fishing trip in Jim's boat, "Hapiours." Jim Leslie holds up a string of trout taken at Patterson Lake, Modoc County. (Second row) Arthur Gilbrech also went fishing, but he chose the Feather River country. Julia O'Brien visited the Alamo in Texas. Bob Clarke of Geary Shops got homesick for the Railway while he was in Chicago so he went for a ride on our cable car at the Fair and said Hello to Harry Bishop. (Bottom row) Clarence Kriens of 24th Street and his wife were pictured at Whirl Pool Rapids, Niagara Falls. Chales Reed tried to make friends but didn't get very far with this aloof lady in Victoria, B. C. George W. Watson, a Past Commander of the VFW, was awarded a solid silver Life Membership at the Sacramento Convention this summer.

Office Chitchat

We've been slighting the money room badly, and you know those people down there do count, so here goes: It's a girl for the *Larry Zucca's* (Larry is on the money truck). *Eddie Larkin* is on the road to recovery after a serious illness. *Lucille Buckius* has transferred to the Ariport and has been replaced by *Sophie Benjamin*. *Londo Casassa,* the most recent Railway teller, vacationed at Tomales Bay. . . The end of vacation season is here, but the late holiday gang is still going strong. *George Watson* visited the old home town of Willows. *Roy Jackson* hit a dollar jackpot in Reno, and *Ruth Urbais* duplicated the feat. *Anna Lee* drove to Canada and says that "Winkie" is fully recovered from his recent operation. . . . *Carlotta Steele* went to Sequoia National Park. *Lorraine Graves* took in the Pacific Southwest, the fringe of Mexico and the Colorado Rockies. *Olga Brasesco* relaxed in Yosemite, and *Elsie Eisenberg* spent a week or so at the Russian River. *Lillian Clark* and *Eleanor Kenny* made the K. C. Tour to the east coast and return. *Catherine Donohue* divided her time between Yosemite and Groveland. *Johnny "Anchor" Lyons* bucked grape lugs in the valley. That five pin is a cinch now. . . . We have a couple of new employees: *Wally Stafford* has joined the Payroll Department, and *Mary Durkin* transferred from Personnel to Schedules. . . . *Rose Lewis* has a new niece, Barbara Ellen. . . . *Abe Windreich,* the wizard of the whist table, carded 137 the other evening.

Green Lights Mean Danger?

He had the green light. Confidently he wheeled out into the intersection. Services were private; his widow is looking for work.

Unusual? No, not at all. Most people think the green light means go. It doesn't. It means DANGER. The fact that there is any kind of signal there *at all* means that the intersection is DANGEROUS. Traffic is heavy and there have been collisions. Hence the signal. Recent surveys show that danger at signalized intersections is more than eight times greater than at unmarked or unguarded crossings. Recent surveys also show there isn't a driver alive who hasn't "gone through" a signal at some time, and not intentionally either.

So when you have the green light it is quite true that the other fellow *should* stop. BUT often he doesn't—maybe he can't. Remember, you can be legally right and legally dead at the same time. DON'T LEARN BY ACCIDENT.

—*Yellow Cab Bulletin.*

Running after women never hurt anybody. It's the catching them that does all the damage.

Trolley Topics

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Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

San Francisco transit operators are among the highest paid in the world. San Franciscans want it that way, and they approved the wage formula by popular vote.

It is doubly distressing, then, to realize that some of our Railway men are doing everything in their power to alienate the people who have so obviously wished to treat the operators fairly.

Consider the following letter from one of our passengers: "This morning the bus passed me up again for the third consecutive day. I had to call a cab to get to work on time. It is criminal the way city employees take advantage of their jobs. Some day the public is going to kick back."

This man's attitude is typical of many. Our passengers are paying for service, and they know they are entitled to it. They have their own jobs which call for adequate performance of their duties. They rightly feel that the transit operator should be handling his own work to the best of his ability.

Here's another case where a Railway employee has caused ill feeling. "My mother is elderly and she recently broke her arm. I was trying to help her off the bus when the operator closed the doors on us. He was anything but cooperative and treated us as if we were miserable nuisances."

This driver is only one out of some 2500 men, but to the two women concerned he represented the entire Railway. This is the sad part about the whole business. It takes only a few "bad apples" to spoil the good will created by many.

A common complaint is that of rough operation, such as the following: "The operator was driving much too fast, throwing the passengers out of their seats and unnecessarily abusing the bus. When the passengers protested and asked him to slow down, he said he had been driving for 20 years and if they didn't like it they could have the job, etc. etc."

Obviously the passengers on this driver's bus would not be too anxious to repeat the experience. Possibly some of them drove their cars to work the following day. And fewer passengers mean fewer jobs. The decline in passenger traffic is a serious threat to the future of the Railway and to the security of every Railway employee.

Here's a case where one of our men was in the right as far as the rule was concerned but violated every precept of courtesy in enforcing it "The conductor refused my transfer and I understand now that he was justified in not accepting it. However his abuse and insolence were entirely unnecessary. I had no intention of cheating the Railway, and I certainly object to being insulted in this manner."

Careful examination of transfers is a practice to be encouraged. We all realize that there are some patrons who will deliberately try to use invalid transfers. However there are many times when the passenger is either careless or does not understand the transfer rules. In any case, no passenger should be publicly humiliated. A courteous request to pay the fare will accomplish the purpose much more easily and cause no ill feeling.

These are only a few examples of the many complaints which reach the Railway. Most of them could have been avoided if the employee had used just a little tact and kindliness in handling the situation.

The transit operator has a tough job and plenty of grief to upset him. However the work can be made so much easier if the customers are cooperating with him rather than fighting him. The most belligerent patron can be disarmed with a smile and a friendly greeting.

Try it and see. Don't be one of the "bad apples" who make it so hard for the hundreds of good men on the Railway.

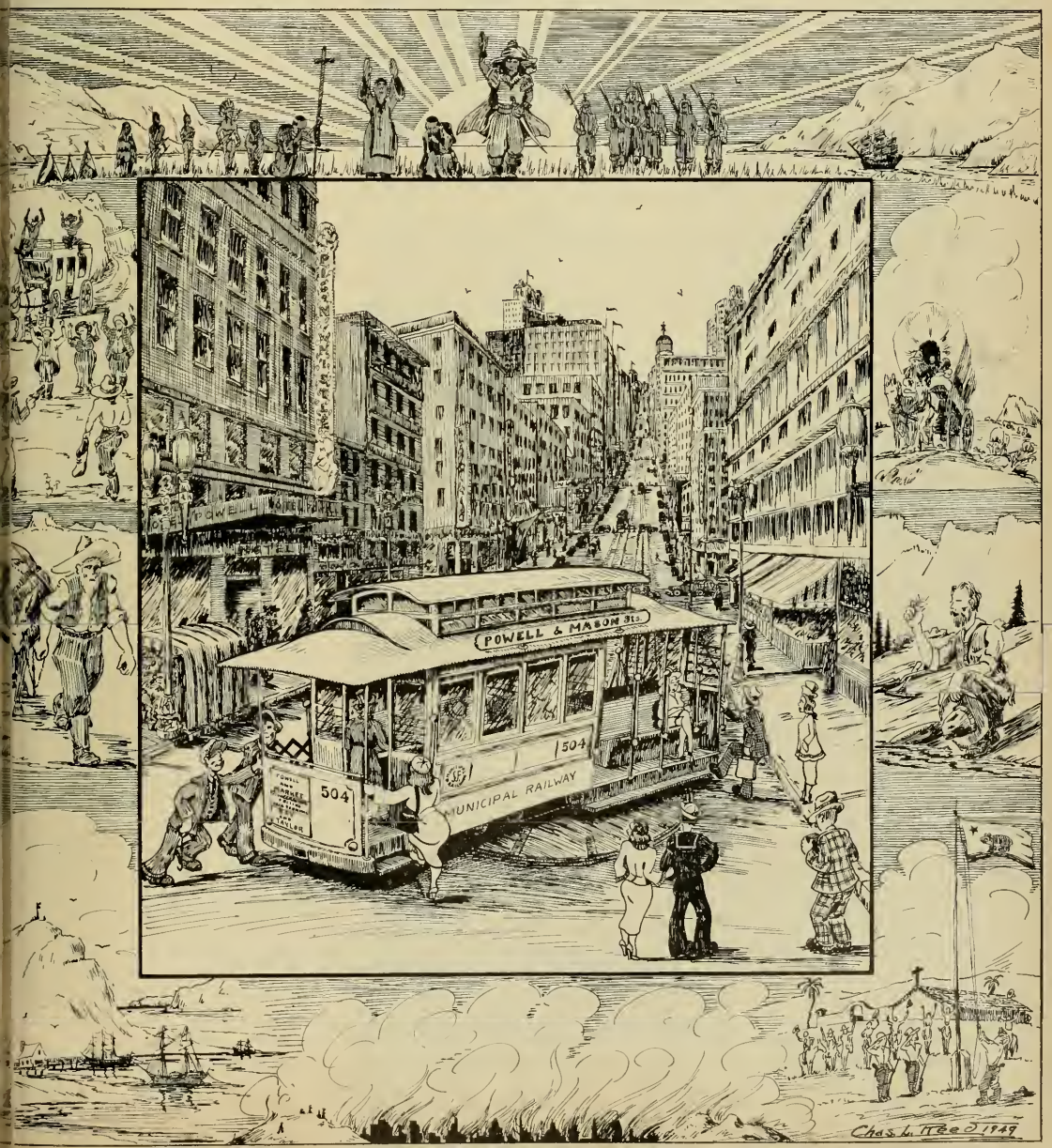
Lord Latham (right), head of London's vast transit system, was a recent visitor to San Francisco where he conferred with Mayor Elmer E. Robinson (center) and Manager of Utilities James H. Turner (left). Lord Latham has been making a tour of this country and studying transportation operations in various cities. He stated that transit companies were facing the same problem all over the world. Chief headache for all is how to compete with the private automobile for the business that means the industry's survival.

—Photo courtesy S. F. Examiner

TROLLEY TOPICS

MUNICIPAL RAILWAY S.F.

ue 4 NOVEMBER, 1949 Number 11



California Cable Will Be Added To Muni System

The California Street Cable Railway will become a part of the Municipal Railway as soon as the legal formalities are cleared away, possibly about next March, according to Manager of Utilities J. H. Turner.

With the passage of Charter Amendment M, the voters issued a mandate to the Public Utilities Commission to purchase the California Street system at a price not to exceed $150,000. With this acquisition, the city will become owner of the last of the privately owned transit lines.

Mr. Turner stated that before the property can actually be transferred to the Commission, an inventory will have to be taken and various legal proceedings, including ratification by the State Legislature, must be completed. Also the Civic Service Commission must make a study of the employees involved in the transfer.

The California Street cable line was one of the earliest lines built in San Francisco and commenced operation in 1878 on California Street from Kearny to Fillmore. It was extended to Cemetery (now Presidio) Avenue in 1879. The Hyde Street crosstown line and the O'Farrell Street extension were built in 1891.

Geary Division

We have been rather tardy the past few issues due to Inter-Divisional Sign-Up and many changes at Geary Division, but from now on we will be in there pitching. . . . Vacation time is about over for this year and many of our boys and girls have spent some wonderful times, not only here in California but all over our great United States, also Canada, Honolulu and Ireland. . . . To our men who are on the sick list, we wish them all speedy recoveries. Those who have been sick for a long period are *E. E. Bones, John McDonagh, J. O'Connor, Henry Dern, J. J. Carroll, R. A. Heacock, L. F. Mullahy, A. B. Crooch, M. Gibbons, W. F. Wilson, P. J. Groden, T. O'Gorman* and *J. A. Fitzpatrick*. . . Our Division is taking on a New Look, and it will not be long now when we will see trolley coaches assigned to the Presidio Avenue Yard. . . . *Alex J. Spinner*, our Blacksmith at Geary Shops, turned farmer on his vacation and has a picture of himself and a cow to prove it. . . . *Cornelius Finnigan*, who was with the Railway for 30 years, is now offering the same "service with a smile" to City Hall visitors; he went there as an elevator operator after receiving a disability transfer last year.

24th Street Division

Congratulations to Operator *Leo* and the new Mrs. *Mulgrew*, who enjoyed their secretive honeymoon alongside colorful Lake Tahoe. . . . Operator *Tom Chadderton* returned from his vacation with tall stories about the fish he caught in and around the nine blue lakes of Glacier National Park. . . . Anyone wishing to purchase one good Owl Run on Third Street, see Operator *John S. Burton*, who loathes giving free rides of special service to gunmen. . . . The nervous breakdown that bordered on Operator *Tom P. Jones* has vanished since the arrival of a bouncing baby girl. Baby and papa are doing quite nicely now, thank you. . . . The latest contest around the Division is a fashion display between *John Morrisey* and *John Cullen*. Occasionally their attire resembles that of the Siamese twins; could be coincidental, but we have our doubts. . . Cigars were passed around to commemorate the arrival of another baby girl to Operator *Jim and Mrs. Crevoiser*. . . . To hear Operator *Emmett Whittle* relate his various hunting trips, one could imagine he's a second Frank Buck. Seems as though Emmett forgot to tell the story of someone jumping in the ice cold river when a small bear ran past him. Our new Clerk-Typist, *Duke Moore*, idles his spare moments away teaching the art of Judo. We hope Duke will have no occasion to practice his pet hobby around the Division. . . . *Stanley McEvoy*, another newcomer from Geneva, good-looking and blonde, claims he's a top flight Pigeon Fancier. Operator *Bonnie Elkins* suggests his pink pills for pale pigeons is just what Stanley needs to put his racers in the winning circle . . . The new Safe Driver Award is certainly receiving plenty of comment, and we feel confident many Utah operators' names will appear among the Award winners.

At the election this month, San Francisco citizens voted to purchase the California Street Cable Railway and to place it under the jurisdiction of the Public Utilities Commission. Here is one of the cars of the California Street Company as it appeared during the Cable Car Parade prior to the election. All the cars were sponsored by advertisers and were handsomely decorated. (Photo courtesy San Francisco Chronicle)

When little Donna Wall, the Community Chest "Red Feather girl," dropped in to see her father, Conductor E. F. Wall, at Geary Division, she made a lot of conquests around the gilley room. In upper picture, Motorman A. J. Smith was showing Donna how a fare box operates when her attention was temporarily diverted by her father's money-changer. That's Conductor Wall at the right. In lower picture, Motorman R. G. McCully and Dispatcher Skip Sawyer entertained Donna in the Dispatcher's office while daddy stood by. Donna could have reaped a harvest on the candy and pop machines that day, but her father had to discourage all the men who wanted to treat the much-photographed little girl.

Geneva Division

Car of the month seems to be Chevrolet. Operator *George Mattson* recently purchased 1949 model, and Relief Dispatcher *Les O'Connor* is contemplating the same model. . . . FLASH! Latest reports from Dispatcher *Ken Watters* is that Les was seen inspecting some sheep ranches in you know what! . . . Dispatcher *"Ben" Benedict* and Operator *Lloyd Smith* went on a fishing trip and all they came back with was a "Mortar box." Don't forget that promise to *Liz Colclough* of the Leave Department, fellows. . . . The Railway Platform Bowling Team is holding its own in the Winter League. The team includes Captain *Ulick Burke, Joe Allen* and *John Raos* with Operator *Bill Ochoa* and yours truly (Reporter *Rudy Alholm*) from Ocean Division. . . . The Division's sympathies are extended to the family of Motorman *Leon Thomas,* who passed away after a long illness. . . . Those fellows who took the extra coaches to San Francisco Airport a few Sundays ago had an enjoyable day and would like to do it over again. . . . Conductor *Tom Gowanlock* looks lost these days with the Police Reserves abolished. The boys in the office say they have a star you can wear, Tom! . . . Wanta borrow a car? See operator *Ed Sell,* but not for longer than a day and a half.

(Jim Lewis returns to our reporting staff with this month's column for 24th Street Division. He was our reporter at Geneva when Trolley Topics was first begun, and we are most happy to welcome him back. Our thanks also to Jay Brower for his good assistance during the past months.)

RETIREMENTS

Name and Occupation	Employed	Retired
Lorenzo Alvarado, Geneva Motorman	10-13-17	10-1 -49
Jeremiah J. Coffey, Geneva Conductor	7-17-20	9-1 -49
Robert A. Crowley, Geneva Motorman	2-16-15	3-29-49
John L. Gaylord, Foreman Auto Machinist	4-3 -07	9-30-49
Joseph Holohan, Car Cleaner	2-19-23	9-1 -49
Charles A. McDonald, Sutro Motorman	9-12-14	5-18-49
Humphrey O'Leary, Potrero Motorman	10-23-17	7-1 -49
Alex Gouffas, Trackman	3-29-22	10-27-49
Patrick J. Halligan, Geary Conductor	8-23-18	8- 1-49
Malcolm Kelso, Geneva Conductor	8-21-24	10-26-49
James Jerome Lucey, Sutro Conductor	6-30-19	10-26-49
Alexander McNeil, Geneva Conductor	4-23-26	8-16-49
William D. Reardon, Geneva Conductor	1- 9-14	7- 5-49
Raymond K. Seelye, Ocean Motorman	2-25-29	9-30-49
Peter Sullivan, Trackman	10- 4-28	8-16-49

IF YOU KNOW TRAFFIC LAWS, THIS QUIZ SHOULD BE A CINCH!

The examination on Rules and Regulations which appeared two months ago brought some surprises to employees who thought they knew the Rule Book by heart. The following questions will serve to test knowledge of the California State Vehicle Code and the San Francisco Traffic Code. The test was prepared by the Adult and Vocational Education Division of the San Francisco Unified School District for use in our Transit Fleet Training classes.

INSTRUCTIONS: Circle the correct answer for each question, whether True or False; on the multiple choice questions write the number of the correct answer in the space provided. To find out your score, consult the list of answers on Page 7. As a professional transit operator, you should get 100% on this test; if you didn't, you need additional training.

1. It is the duty of a motor coach operator, before turning his coach, to ascertain that such turning will not endanger other users of the street. T. F.
2. What does a flashing yellow light mean? (1) to proceed, you have the right-of-way. (1) Come to a stop, proceed when safe. (3) Slow down, proceed with caution. ( )
3. Arm signals should be given for at least; (1) 25 feet before turning. (2) 15 feet before turning. (3) 100 feet before turning. (4) 50 feet before turning. (5) ten feet before turning. ( )
4. Gasoline motor coaches are vehicles defined by the California Motor Vehicle Code. T. F.
5. Electric Trolley coaches are not vehicles as defined by the California Vehicle Code. T. F.
6. The operator of a motor coach is not required to stop for a flashing yellow traffic control light. T. F.
7. The operator of a motor coach who collides with unattended auto must leave a written notice of same. T. F.
8. The highest speed that street cars can be operated legally in San Francisco is 15 miles per hour. T. F.
9. The San Francisco Municipal Code requires a full stop at steam railroad crossings. T. F.
10. It shall be unlawful for any person to refuse or fail to comply with any lawful order, signal or direction of a police officer. T. F.
11. It shall be unlawful for any person to direct or attempt to direct traffic unless authorized to do so by order of the Police Commission, except in case of immediate danger or necessity. T. F.
12. It shall be unlawful for the operator of a vehicle to drive upon any street other than in the direction indicated by appropriate signs erected by the Police Commission when any such street has been designated as a "One Way Traffic Street" by resolution of the Board of Supervisors. T. F.
13. No public utility shall erect a sign or barrier in this city unless of a type approved first by the Police Commission T. F.
14. No vehicle at any time shall be driven through or within a safety zone. T. F.
15. The operator of a motor coach about to make a left turn at an intersection has the right of way over an automobile which has entered the intersection from the opposite direction, provided the operator has given a hand signal for at least 50 feet before starting to turn T. F.
16. The operator of a motor coach must make a full and complete stop within 20 feet from the nearest rail of all railroad crossings before proceeding across the track. T. F.
17. A motor coach is not permitted to pass a street car that is stopped while discharging passengers, except at a place where there is a marked safety zone or where traffic is controlled by signals or traffic officer. T. F.
18. A motor coach may pass a street car stopped and discharging passengers, at 15 miles per hour, where there is a safety zone or where traffic is controlled by signals or officer, provided the coach clears the side of the street car by at least 6 feet. T. F.
19. A street which has only one end available for ingress or egress is called: (1) an alley; (2) a lane; (3) a blind street; (4) a path. ( )
20. Any person who is in actual control of a vehicle streetcar, bicycle or trolley coach is called (1) motorman; (2) chauffeur; (3) operator; (4) person. ( )
21. It shall be unlawful for any person to direct or attempt to direct traffic unless authorized to do so by order of the Police Commission. T. F.
22. It shall be unlawful for the driver of a wrecker or towing device to remove any vehicle involved in an accident or change position of the vehicles involved in an accident. T. F.
23. An alley is a street with a roadway of less than: (1) 10 feet, (2) 20 feet; (3) 30 feet; (4) 50 feet. ( )
24. It shall be unlawful for the operator of any vehicle to enter an intersection or a marked cross-walk unless there is sufficient space on the other side of the intersection or cross-walk to accommodate the vehicle. T. F.
25. On Market Street from the Embarcadero to Van Ness Avenue it shall be unlawful to drive any vehicle to the left of any safety zone established at a regular street car stop between the hours of 7:00 A.M. and 12 Midnight T. F.
26. The speed limit of a street car when passing a building or the grounds thereof, during the school recess or while children are going to or leaving such school during opening or closing hours or while the playground of any such school are in use by school children is (1) 15 miles per hour, (2) 20 miles per hour, (3) 25 miles per hour, (4) 10 miles per hour ( )

Members of the Public Utilities Commission have had a lot of business to consider during the past year, and with this month's election they acquired some additional responsibilities, including the administration of a ten million dollar Airport bond issue and a four million dollar allotment for development of the Cherry Valley project (total expenditure on Cherry Valley including federal funds will be $13 million.) The Commission has also been authorized to buy the California Street Cable Railway Company. Discussing some of their new problems are (left to right) Manager of Utilities J. H. Turner; Commissioners Donald A. Cameron, Edward B. Baron, Philip F. Landis (President), Sam McKee and Victor Swanson; Executive Secretary Forrest B. Gibbon and Public Service Director Tom Irwin.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Kenneth Macklin, Potrero. "Yesterday my client lost the envelope containing valuable legal documents on the bus. Last evening I had a call from Mr. Macklin advising me that he had found them, and he made arrangements to return them to me personally this morning. I wish to compliment you for having in your employ a man of the moral honesty and integrity of Mr. Macklin."

William T. Millar, Ocean. "He has always had a very courteous manner about him. His uniform is always neat and clean, and many times he has stopped and waited for a passenger. Operator 3926 deserves a good pat on the back for being one of the very best."

Joseph A. Ferretti, Inspector. "The inspector was very helpful and understanding. He stopped a number of outbound cars to look for my purse. Fortunately it was found and returned to me by Mr. Ferretti. Without it I could not have worked that day as my glasses were in the bag."

Charles Price, Utah. "We, the riders of the Hilltop Bus Line, feel that we should show our appreciation for the courteous and efficient service rendered to us by the above driver. We are grateful for the privilege of riding with him." (Signed by nine passengers.)

Jeremiah Corcoran, Geary. "The motorman jumped off the street car and helped the blind man across the street. He asked him if he were going home. When the man said 'Yes' our motorman helped him onto the car, found a seat for him and then started on his way."

Judd T. Jorgensen, Geneva. "He appeared alert and interested in what he was doing, called all intersections and intersecting lines loudly and clearly, was polite, and went out of his way to look up the proper line at two different times when people gave him street addresses. It is a pleasure to ride on such a car."

Joseph R. Felix Potrero. "He had a smile and a cheery hello for every passenger. During the ride he picked up a boy on crutches, and we noticed him watching in the mirror until the boy was seated before starting again. He was very considerate with elderly ladies also giving them time to find seats. We were not the only ones on the bus who noticed him."

Joseph A. Logasa, Ocean. "He said 'Thank you' for the fare. He called the streets. When the bus was full he said, 'You are welcome here, but you can get a seat on the bus that follows.' He was alert to help mothers with babies on and off the bus. He warned standees of quick stops. I wish we could have more like him."

M. Sanchèz, McAllister. "This is a line of commendation for a very efficient and most courteous and helpful bus driver. Everyone on the bus remarked that there would be greater cooperation between riders and drivers if more tried this spirit."

Oliver L. Gildea, McAllister. "Not only myself, but others of my acquaintance have continuously been impressed with the gentlemanly courtesy, consideration and show of intelligence reflected by this driver in the conduct of his daily chore. He is a kind of public servant who serves to instill confidence by the public in the Municipal Railway in the management of its vital function in civil life."

Others commended were: *James L. Buskirk,* Mason; *Clarence Shields,* Geneva; *Dunlap Chenault,* Geneva; *Leroy Daigle,* Geary; *Edwin L. Jostmeyer,* Potrero; *James A. Semien,* Potrero; *Tom H. Jackson,* Potrero; *Herbert Webster,* Potrero; *Harold Curry,* Potrero; *George D. Jacobs,* Potrero; *Charles W. Long,* Potrero; *Chester O'Bannion,* Potrero; *Leo L. Pointer,* Ocean; *E. Schwartz,* Ocean; *Raymond Tompkins,* Ocean; *Gus R. Herron,* Ocean; *James W. Thomas,* Ocean; *F. W. Simon,* Ocean; *H. E. Vance,* Ocean; *Harry E. Seward,* Ocean; *Cecil R. Johnson,* Ocean; *William Ochoa,* Ocean; *Gerald K. Hulse,* Utah; *Albert E. Rockwell,* McAllister; *Leroy Hancock,* McAllister; *Edward S. Jones,* McAllister; *Paul Jones,* McAllister; and *Neil T. Gaylord,* McAllister.

New Supervisory Training Course Offered at Potrero

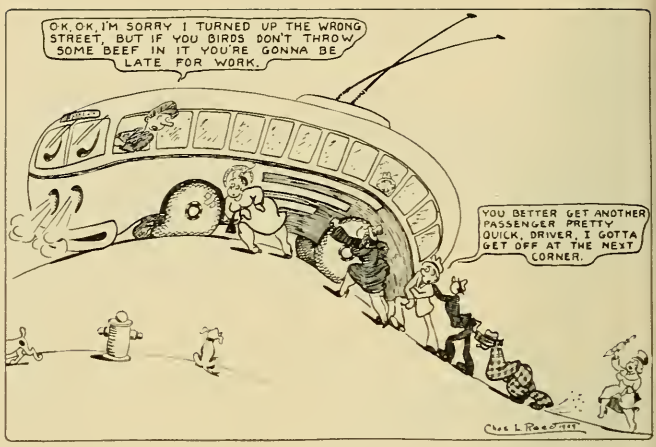
Almost everyone makes an effort to get along with the boss. Bringing apples to the kindergarten teacher is only the first step in a life-long campaign to keep on the right side of the one who supervises the day's program.

But it's also just as important for the boss to learn how to get along with those who work under him. This is the underlying principle of the new Supervisory Training Course now being offered at Potrero carhouse under the sponsorship of the San Francisco Unified School District.

Certain fundamental rules govern all job relations, according to R. M. Winfield of San Francisco City College, who is teaching the course. Every worker is entitled to be treated as an individual; he should be allowed to make as full use of his abilities as possible; he should understand that his job, no matter how small, is an integral part of the whole undertaking; he deserves credit for work well done. Unless the supervisor understands and applies these rules, he cannot create an efficient and harmonious work program.

The 10-hour course is conducted in the form of a round-table discussion and can only be given to a small group at a time. However it is planned to continue the course until it has been made available to all supervisory personnel throughout the Public Utilities Commission.

Personnel Director Paul J. Fanning and Personnel Assistant James Finn have been handling the arrangements with the School Board.



On Our Cover

California's Centennial Celebration inspired Charles Reed's cover drawing, the original of which has been exhibited by the Society of Western Artists. Some of the exciting scenes of early-day California are shown in the border surrounding the cable car, symbol of San Francisco both past and present.

The first class to be enrolled in the new Supervisory Training course found that there was much to be learned about job relations. Instructor R. M. Winfield is seated at the far end of the table, and clockwise from him are John Dunne, Eddie Grant, Gordon Jansen, John A. Mannix, Richard Griffin, Kenneth White, Clifford Thomas, Jim Harrison and William Hastings.

Shop Notes

Late vacationists: *Joe Carter* returned from a trip East where he visited his mother in Philadelphia. *Paul Vogt* drove back from Pontiac in a new sedan by the same name. *Albino Brugnara* returned from a three months' stay in Europe visiting relatives in Austria, Italy, France and Switzerland. *Joe Bordin*, who either goes "North" to North Beach or "South" to South City on his vacations, went "East" this year for a change. Joe says he "crossed the pond" where he visited friends in Hayward. Take it easy, Joe—not so far next time! . . . Everyone was glad to see *Bob Baxter* back on the job after a long illness. . . . When asked what he was toting home in a bus recently, *Jim Albert* replied that it was a sack of walnuts he bought in the shop that day not knowing that some so-and-so had substituted charcoal pellets for his Juglan fruit. Jim says that except for eating, he could hardly tell the difference from the real thing. . . . *Harry Andresen* swears (and we do mean swears) that the next time he goes bowling on Hallowe'en he will either bring a pump along or leave his car where pranksters can't get at his tire valves. Some fun, huh, Harry? . . . We regret to report the death of *Charles Watson*, former Machinist, on September 19th. Mr. Watson retired last May after serving the Railway for 36 years.

Bulletins Are Important Guide To Safe Operation

Competent transit operators study every bulletin to be sure they are performing their jobs according to the regulations prescribed for safety and efficiency. Some of the bulletins are reprinted in Trolley Topics from time to time in order to provide a further reminder of the more important rules. Following are two regulations which should be followed closely by every Railway employee:

No. 1242 Curb Loading

Continued complaints have reached this office to the effect that motor coach and trolley coach operators are not pulling to the curb at regular stops, necessitating passengers boarding from the street. This matter has been called to the attention of operators several times in the past, but apparently some of our operators are not paying proper attention to these notices.

As curb loading is one of the best features of coach operation, the Management must insist that the rule for curb loading be carried out to the fullest extent possible. I trust that all operators, whenever possible, will pull their coach to the curb at the regular stopping place.

Any further violations of this rule will result in severe discipline.

No. 1140 Switch-Back Orders

Motormen, Conductors and Coach Operators will be guided by the following instructions in connection with switch-back orders:

Upon arriving at turn-back point and before turning back you are to

1. Make sure that car or coach following you is near by so that patrons having to alight may board following car or coach without delay. This, as you can well understand, is particularly desirable during late evening or inclement weather and is to be strictly adhered to.

2. If no car or coach is following within reasonable distance, you are to continue over your route and (a) inform first inspector you meet of this change; (b) if possible, on the return trip you are to advise the inspector who gave you the original order to turn back.

PLEASE BE GOVERNED ACCORDINGLY.

These Ocean Division Operators were the "pilots" for the Airport Tour which took place last month. The three-hour conducted tour started from the City Hall, and several hundred visitors were given a first hand view of the activities at the International Airport. Getting instructions from Division Superintendent J. E. McDevitt (center) are Arthur J. Pearce, Fred W. Simon, Paul Harmon, Lloyd A. Smith, John Eshelman and Arthur Gunner.

Our Sister Utilities

Douglas Jordan (Mail Room) was rifle testing with the National Guard. He missed target No. 7 but was hitting 6 and 8. Authorities are still looking for bullets although he finished with a 141 score. . . . *Bob Lewis* and his wife entertained Bob's Harem (from the Billing Room) with a Buffet Luncheon recently at their new apartment. . . . Welcome to *Bob Collins, Charlie Reed* and *Jack Woods*, who have moved from 901 Presidio to Mason Street. . . . *Margaret Peters* celebrated her November 7th birthday by working hard all day. . . . *Billy* and *Wally Balzer* are still reminiscing about their trip to Drowsy Waters, Colorado. . . . *"Bee Bob" Buzz Harris* (BLHP) was seen swooning at the Friday night Jazz Concert at Kezar. It's said he played a mean solo on his floodlights. . . . Commission Secretary *R. J. MacDonald's* pretty blonde daughter, Marguerite, is now working just a few doors away from him at City Hall in the Bureau of Architecture.

Answers to Quiz

1. True. Vehicle Code, Sec. 544.
2. 3. Vehicle Code, Sec. 477.
3. 4 Vehicle Code, Sec. 544.
4. True. Vehicle Code, Sec. 32.
5. False. Vehicle Code, Sec. 34.5.
6. True. Vericle Code, Sec. 477.
7. True. Vehicle Code, Sec. 483.
8. True. S.F. Traffic Code, Sec. 124, Par. 4.
9. True. Public Utilities Code and Rule Book.
10. True. Traffic Code, Sec. 16, Par. 2.
11. True. Traffic Code, Sec. 18.
12. True. Traffic Code, Sec. 30.
13. True. Traffic Code, Sec. 48.
14. True. Vehicle Code, Sec. 572.
15. False. Vehicle Code, Sec. 551.
16. False. Vehicle Code, Sec. 576.
17. True. Vehicle Code, Sec. 571B.
18. False. Vehicle Code, Sec. 571B.
19. 3. Traffic Code, Sec. 3.
20. 3. Vehicle Code, Sec. 70.
21. False. Traffic Code, Sec. 18.
22. False. Traffic Code, Sec. 24.
23. 3. Traffic Code, Sec. 3.
24. True. Traffic Code, Sec. 105.
25. True. Traffic Code, Sec. 122.
26. 1. Traffic Code, Sec. 124.

Washington-Mason Division

Well, it has finally happened. Yes, sir! Santa Claus arrived in town in all his splendor not behind the famous team of reindeers but on the roof of good car No. 514. On a recent Saturday, people along Powell Street were startled to see a cable car going down the hills gaily decorated with none other than jolly St. Nick perched on the roof and attended by a bevy of pretty girls. At Post Street he was joined by an additional court and proceeded to the turntable at Market Street where he was greeted by scores of the younger set of the city. . . . The boys of the division were smoking cigars the other day. Seems like one gripman, *L. Johnson*, has a new visitor at his house. . . . Incidentally, did you hear the story of how one of our conductors woke up and found a cat in bed with him? And the same man can perform the stunt of driving and dressing at the same time. . . . *Jim Burkirk* is back from Chicago minus several pounds and looking well. . . . *Jess Blair* has a new car of the same make as his last one but a new model. . . . To *Sam Bloch*, who is still on the sick list, best wishes for a speedy recovery.

Line Department

By this time Reno gamblers have probably recovered from their stunning encounter with *Jack Kiely*. In one devastating week end, Jack took them to the tune of twelve (count 'em) dollars. . . . Low man on the Line Department seniority list is the son which arrived at the *Jack Murphy's* during October. This moves *"Bottleneck" Bledsoe* up one place . . . The fact that *Nick Thomas* painted his house is, in itself, nothing. But the artist's smock and beret he sported while painting was a thing of beauty and a joy to behold. . . . We understand that *Al Church* is contemplating matrimony in November. Readers wishing to send gifts might consider a sidecar for his motorcycle. . . . We came into the office the other night to find the office crew glassy-eyed. It seems that on arriving at the scene of some trolley trouble, a "no-bo" insulator was broken and *Charley Evans'* crew didn't have one. Radioman *Joe Baggetta* immediately contacted Central Control who relayed the message to the Line Department. The difficulty was that the office crew couldn't locate a "nobbus" which was Joe's interpretation of "no-bo."

Sympathy

(We are sorry to report the deaths of the following fellow employees. Our sincere condolences go to the families.)

James Alvin Allen, Geary Conductor, died suddenly at Willits, California, on September 21st. He was a Charter employee and his service dated back to October 15, 1917.

Patrick J. Connolly, Geary Conductor, died December 2nd. He had served the Railway for 29 years, starting June 21, 1920.

Trolley Topics

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Address communications to 1145 Turk Street, San Francisco 15, Attention Editor.

San Francisco's tremendous transportation conversion program was of considerable interest to a recent visitor, Walter McGuire, Vice-President and General Manager of the Honolulu Rapid Transit Lines. Here General Manager William H. Scott, Mr. McGuire and Public Service Director Tom Irwin are visiting the Turk Street building on their tour of the Railway properties.

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

ue 4 DECEMBER, 1949 Number 12

"The Big Bus Purrs Back"

(Reprinted from the Rockford, Illinois, "Morning Star")

In the half-twilight, a utility bus moved quietly up the long hill, and slid to a stop under our elms; as silently as if it were riding on water; as if it were a launch or barge making a landing at a tree-shaded pier on a summer evening.

A passenger alighted, and the big bus glided away, without roar or clash to destroy the illusion of a waterside landing. It was a masterly performance.

This particular bus could have roared and fumed and ground its gears and kicked up dust as well as any other bus. It's just as big a bus; it has as much right to sound and fury as any other bus. But bus and driver seemed to like the quiet under the trees; no good reason to disturb the evening. Easy does it, said the driver; and the big bus purred back.

We think we know this driver. We've seen him come up the hill in the traffic hours; he goes as fast, he makes his stops as expeditiously, and gets away just as quickly as the rest. But he navigates with an air; he could take an admiral's barge right up to the dock without a bump or a quiver.

People like him; they like his bus, whether they're aboard or simply watching bus and driver go by. Handling a bus in traffic is not the easiest way to earn your bread. You have to keep your temper. But this driver seems to say, "You don't get anywhere jostling the customers; and even if I'm upset, I won't take it out on my bus."

So the bus purrs; and sometimes even impatient and hot and tired customers purr, when the driver comes in for one of those sweet, smooth landings.

And since roaring and fuming and grinding the gears; the rush to the stop and the jolt to the standstill; the noisy, smoky, hot-rod getaway that lays them in the aisle—since all these take extra fuel and oil and brake repairs and rubber, we think the boys at the barn must purr when this job rolls in with a mighty fine navigator at the wheel.

At any rate, there's our driver. And if anybody is passing around man-of-the-year honors, here's a man to look up.

Potrero Division

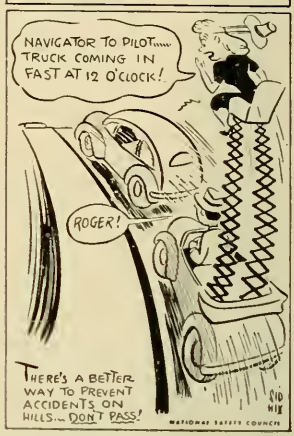
We wish at this time to send holiday greetings to all those at the division and particularly to those on the sick list, wishing you a speedy recovery and hoping to see you back on the job real soon . . . May we express our deepest sympathy to the families of *Herman Arney* and *Robert E. McCarthy*, who passed away recently. Both men were loyal employees and are greatly missed by all . . . *Lum Justmeyer* is going around with his chest out, and he has a good reason for it. He is once again a proud papa. Both mother and baby are doing fine, and so is Ed . . . *Joe Gramith* is keeping his nose to the grindstone these days and he has a good reason for same. Just ask him! . . . That new Hudson you see floating around the streets with the handsome operator at the wheel is driven by none other than *Bill Campbell* . . . Now that the rainy season is here again, let's all remember to drive extra carefully. We don't want to spoil the holiday season for anyone.

Merry Christmas and Happy New Year to all.

Office Chitchat

Con and *Eileen Murphy* (nee Albrecht) of the Tabulating Room are the beaming parents of a first-born child, Clare Marie, seven and a half pounds in weight . . . *Lois O'Brien*, also of the "Tab" room, is on the sick list, convalescing from a recent operation . . . *Katherine Small* and *Ann Burke*, of the 'phone room, are under the weather too . . . *Earl Rambo*, Supervisor of Schedules, flew to Iowa on a late December vacation . . . "*Lolly*" (*The Hot Tamale*) *Curtin* flew to Mexico and Guatemala. While in Acapulco, Margaret boarded the ill-fated Corsair for a look see. Fortunately she wasn't aboard when the ex-Morgan floating palace went on the rocks . . . *Alice Mather* is back on the job after an extended siege of illness . . . *Paulina Smautz* is helping out in the "Tab" room for a while . . . *Stella Gee* is flashing a big engagement ring around . . . *Dick Morgan* has been promoted to teller and has moved downstairs to the money room. Dickie still thinks seven is a lucky number, but not when you have to get to work at that early hour . . . A real thank-you to *Alvina Gumecka*, *Mollie Luman* and others for the terrific job they did in helping to put over our Elmer Glynn charter amendment. "Three Weeks" to you . . . *Fred Lund* of the traffic checkers has accepted a Deputy Clerk's call to the Municipal Court . . . *Jim Kavanaugh* has been transferred to the Geneva Offices, Room 5, where he heads the shops and custodian roll timekeeping staff.

BUMPER CROP



How To Make Friends And Please Public

"Operating personnel and equipment being the show windows of a city's mass transportation system, you are ever on display. YOU ARE SALESMEN OF TRANSPORTATION AND YOUR COMMODITY IS SELLING RIDES.

"During observation trips over your city's transit lines of late, it has been my heart-warming experience to see many instances of courtesy, kindness and thoughtfulness exhibited by alert and attentive conductors, motormen and operators.

"I beg each and every one of you takes advantage of the opportunities presented daily to please customers using our service, we will once again take the enviable place we once enjoyed in the esteem of our patrons, the traveling public.

So keep up the good work and to use an Irish expression, 'MORE POWER TO YOUR ELBOW.'"

Gen. Supt. of Transportation
D. C. ORMSBY

New Ventilators Add To Comfort of Passengers

The new louver type ventilator on Municipal Railway busses has made a noticeable improvement in comfort for riders, according to a public opinion poll which was taken by the Public Utilities Commission during the past month. Postcards were handed out on the three coaches which have thus far been equipped with the ventilators, and passengers were invited to indicate their opinion of the new installation on a check-list. Of those who returned the cards, 76 per cent reported that the ventilation was better than usual; 17 per cent indicated that they could see no change; only 7 per cent thought the change was for the worse. Concerning temperature, 59 per cent stated that it was about right; 35 per cent thought it was too warm; and 6 per cent considered it too cold.

Comments noted on the cards were mostly favorable. Several passengers indicated their approval with "Many thanks" or "Good for you." Cards were distributed during the morning and evening rush periods when complaints about ventilation have been the most numerous.

The metal screen is installed on the right rear window of the vehicle and helps to circulate the air in the rear of the bus where it is most needed. The screens are being manufactured and installed in the Railway shops at the rate of about four a day.

RETIREMENTS

Name and Occupation	Employed	Retired
Timothy Boland, Sutro Conductor	11-14-17	10- 1-49
Jobie G. Guyden, Laborer	7-17-47	11-30-49
Osmond L. Haraszthy, Geneva Motorman	10- 3-10	11-21-49
Edward Lowder, Geary Motorman	12-14-25	11-17-49
George Wm. Lydeard, Geneva Conductor	10-19-17	12- 1-49
Cornelius Mahoney, Trackman	10-19-27	10- 1-49
August A. Musante, Geneva Conductor	11-20-23	11- 1-49
John Rand, Sutro ERSM	3-17-24	11- 1-49

Complaints about ventilation on motor coaches have been giving much concern to the members of the Public Utilities Commission and Railway management, and it is hoped that installation of the new louver type ventilator will eliminate this type of criticism. Results on the coaches which have so far been equipped have proved very satisfactory. (At right) Attending the original "trial deminstration" were Commissioner Edward B. Baron, Utilities Manager J. H. Turner, Commission President Philip F. Landis, Commission Vice-President Sam McKee, Superintendent of Equipment C. D. Miller, and Public Service Director Tom Irwin. (Below left) Mr. Landis uses handkerchief to test intake of air as Mr. Baron and Mr. Turner watch with interest. (Below right) Mr. Miller, who designed the screen, points out the features of the simple yet efficient device to Mr. Turner and Mr. McKee.

The 27 second-graders who visited Ocean Division early this month were as fascinated with the Railway as our Railway employees were charmed with them. With their teacher, Miss Irene Rosenblatt, the group of youngsters were conducted on a short tour through the dispatcher's office and a visit to the garage shop across the street. The final event was a thrilling ride through the bus washer. The tour was conducted by Operator Noel Johnson, who handled the children with skill acquired through years of leading Boy Scout groups. Frank Gedgabe assisted with making the arrangements. The children were particularly enthralled with the bus washer and the coin-counting machines. They later made crayon drawings of their experiences and it was interesting to see how many things they had noticed in the short excursion.

Bureau of Engineering

As a result of the appearance of the "Permanent List", the Indo-China Restaurant was the scene of a very successful and hilarious dinner party with the Muni Railway Engineering Department hosting for the following members of our organization who were honored guests on the eve of their termination: *William Merritt, G. B. Smyth, E. A. Dim, George Killin* and *Basil Reneff*. Our boy *Johnny Carlson* did a fine job of emceeing the gala affair.

Also as a result of the Permanent List, we wish to welcome *Eleanor St John*, formerly of Public Works, *John Wilkinson, Ed Leeds, Elmer Nelson* and *Ed Chung* who returns to this department . . . Three of our local boys have been transferred to the Main Office at 125 Mason Street, namely *J. Woods, R. E. Collins* and *Charles Reed*. We're all wondering if Charlie has a big enough wall down there for his display of cartoons. Lots of luck to each and every one of you . . . Each day has us amazed at the progress on the new Geary Trolley Coach Shop. You are invited up to see what great things are being done as far as improvement within the Municipal Railway is concerned.

Garage Exhaust

With the appearance of this column another year will have passed. In retrospect many changes have taken place, much has been accomplished and the personnel of the automotive division shops anticipate even greater progress in the new year. The Yuletide season has been customarily a happy one for most, and the various employee social activities were well conducted and throughly enjoyable. Christmas gifts were many and varied, ranging from life rafts and rubber boats for the hearties at McAllister Garage to an ermine lined envelope for *Pappy Rathburn's* skillfully built mica cutter. Those privileged to attend the *Frank Scherzer* produced coming-out party at Ranier Brewery in honor of the 24th Street Tigers ball team will long remember the spirit of good fellowship, excellent cuisine and refreshment, the artistry of *Julius Landini* on the stomach Steinway and *Andy Memmel's* hot piano rendition. And that perpetual motion of *Charley Jauch* with his 57 varieties of disguise and *Pete Morgan*, a raconteur if there ever was . . . Since last issue sadness has entered the hearts of many, so we close in sincere and respectful memory to those near and dear who have been taken from *Al Hernandez, Clarence Kriens, Lin Lofstedt* and *John H. Brown*.

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Howard Welch, McAllister "This young man today was a pleasure to behold. I felt like riding to the end of the line just to see him operate. He was courteous, considerate and acted as though he really cared to make his customers comfortable and see that they got to where they wanted to go."

William Kishtow, Ocean. "A child about 2½ years of age ran into the street and directly in the path of the coach. The operator made such a quick stop that he almost stood the coach on end, but he did avoid striking the child. The passengers all thought he should be commended."

Harold Curry, Potrero. "Never have I seen a driver so courteous and thoughtful of the general public. This driver not only called out every street distinctly but also added the connecting lines, points of transfer, etc. One elderly lady was kindly advised to take her time and was personally helped into the bus by this driver."

William J. O'Neil, Geneva. "He was kind and considerate, patient and always courteous even during crowded loading and the rush and duress of downtown traffic. It makes a great difference to us riders; such conduct should be encouraged."

Lloyd W. Washington, McAllister. "He really made riding home on a very crowded bus at a rush hour practically a pleasure instead of something to be avoided if possible. His good humor in moving the people to the rear of the bus and his general courtesy at such a time is to be commended."

Patrick McCarthy, Geary. "On noticing an elderly lady standing in the front of his car, he pulled down the seat beside him and with a gallantry worthy of a Sir Walter Raleigh, invited her to come forward and make use of it. A moment later, while waiting at a stop light, he left the car to assist a blind man across Market Street. And only one corner beyond that, as a young mother and her child were disembarking, he stepped down, carrying the child off the car, stroller and all."

Trinidad J. Espinoza, Ocean. "The operator halted and waited patiently for transferring passengers from the 'H' car a half-block away to board his machine. I have observed a repetition of this public-serving performance on the part of No. 128 on a number of previous occasions."

Ernest E. Herald, Potrero. "Just a note to thank your driver for being so very kind as to return a package that I had forgotten on the bus. Will you please extend to him my appreciation of his honesty and friendliness?"

Melvin Montgomery, McAllister. "I think I speak for a whole bus load of passengers when I say that he is one of the most courteous, pleasant and considerate drivers that we have had in a long time."

Fred T. Gyde, Ocean. "He returned my purse containing about $65, other valuables and papers indispensable to me. I offered this man a reward which he absolutely refused, so am taking this means of showing my gratitude to him."

Others commended were: *Odis Chenault,* McAllister; *John G. Harris*, McAllister; *James E. Daniel*, Ocean; *M. E. Samansky*, Potrero; *Harry Schwartz*, Geary; *John Baranow*, McAllister; *Raymond Shiver*, Potrero; *Vincent Groves,* McAllister; *W. J. Gillette*, Potrero; *Thomas Hughes,* Geary; *Nelson C. Sanders,* Potrero; *James Appleberry*, McAllister; *Mike Carpine*, McAllister; *Kenneth T. Cruise,* McAllister; *Eugene Southworth,* Potrero; *Julius LeGrand,* Ocean; *Louis Wilbrand*, McAllister; and *Joseph McCowan*, McAllister.

Here lies the body of Thaddeus Gray,
Who died maintaining his right-of-way.
He was right—dead right—as he sped along,
But he's just as dead as if he'd been wrong.

Sutro Division

Did anyone notice that a certain Texas Conductor isn't with us any more? He just decided to resign, so good luck to you, *Bill Fondren* . . . Another real old-timer resigned and he is truly missed. Conductor *C. Schlicting* was not only very reliable, but he could tell of many famous happenings. As he put it, "I have really watched this city grow up in these past 30 years from the back platform!" . . . The three fellows who were hurt in the Bridge accident are doing well. *Earl Gaw* is out of the hospital, on crutches, but needs blood to repay the Irwin Blood Bank for his transfusions. Can somebody go and help him out? *Wildy Gazaway* has been out on crutches too but had to go back to French Hospital for another operation on his stomach. *Lee Inmon* is still at Ft. Miley Hospital and would appreciate visitors. Why not go up and say Hello? . . . Little boy *Joe Slevin* (only 235 pounds of him) has had an ulcerated tooth and now that his vacation is coming up, he's going to visit the dentist. What a vacation that will be, wowie! . . . Many of us want to celebrate Christmas together at Sutro this year because next year will find us scattered around. So a very Merry Christmas to you all from all of us in the office.

CHRISTMAS RUSH

Sympathy

(*We are sorry to report the deaths of the following fellow employees. Our sincere condolences go to the families.*)

Herman Avney, Potrero Conductor, died November 20th. He had been with the Railway since October 9, 1946. To his wife, Conductorette Mary Avney of Geary Division, goes the heartfelt sympathy of their many friends.

Joseph H. Bacher, Geneva Conductor, died November 3rd at 66 years of age. He was a native of Switzerland and had been employed since May 28, 1923.

Robert E. McCarthy, Potrero Conductor, died November 11th of a heart attack. He had been with the Railway over 28 years and was a native of County Tipperary, Ireland.

Leo Francis Mullaly, Geary Motorman, died November 15th in the Veterans' Hospital in Virginia. He had been employed since January 28, 1919.

Jack S. Sullins, Geary Conductor, died November 25th. He joined the Railway August 15, 1917, and was a patient at the Veterans' Hospital at Ft. Miley at the time of his death.

Leon Charles Thomas, Geneva Motorman, died October 25th after a long illness. He had served the Railway since September 15, 1919, and was 65 years of age.

Clarence Wilkinson, Geary Conductor, died November 5th. He was a native of Texas and had been with the Railway since June 16, 1913.

Cable Car Prints Are Available For Framing

We have had a number of requests for prints of Charles Reed's cable car drawing which appeared on the cover of the November issue of Trolley Topics.

These prints are now available on heavy mat paper, size 12 x 12½ inches, suitable for framing. Price is 25 cents each.

Prints may be secured at the following locations:

All Dispatchers' Offices
General Manager's Office, Geary
Room 287, City Hall
Room 506, 425 Mason Street
Room 7, 1345 Turk Street

On Our Cover

The anticipation before Christmas is almost as much fun as the big event itself, as indicated by the pictures of the three Railway families which appear on our cover. At upper left, Operator Leslie Foster of Potrero Division is being greeted by his wife as his three daughters eye the packages hopefully. The girls are Judy, aged 3; Barbara, 13; and Patricia, 14. At center right, the family of Frank W. Johansen of Ocean Division is shown as they put up some of the Christmas decorations. Harold, 12, is standing behind his mother; the others are Robert, 9, (wearing daddy's cap); Roberta, 6; Walda, 7, and Beverly, 2½. At the home of John Brower of Utah Division (lower left) everyone was on their best behavior as they listened to Mrs. Brower reading a Christmas story. The children are Janice, 9, Donald, 12, and John Jr., 4.

Municipal Railway Faces Dilemma of Rising Costs And Decreasing Revenues

The accompanying tabulation comparing hourly revenue with hourly expenses indicates that the Municipal Railway, along with transit companies all over the country, is facing a very serious problem. Revenues are going down and expenses are going up to the point where something drastic must be done if the industry is to survive at all.

It was Samuel Gompers, the great union founder, who said, "The worst crime against working people is a company which fails to operate at a profit." It is time we all realized that we employees ourselves are responsible for making a success of our business. If we can't, we are only injuring ourselves.

How can we help to reverse the current suicidal trend in finances? We must make every attempt to curb waste and inefficiency so that the expense column may be held down. And further, we must start a vigorous campaign to boost the revenue column so that it may show a favorable margin over expenses.

Each one of us has an opportunity to do a real selling job. We must convince the public that we have a commodity that is one of the biggest bargains available to anyone today.

Did you ever stop to figure out what a money-saver public transit is? The man who drives an automobile to work in San Francisco pays anywhere from 50 cents to $1.00 for downtown parking, say 60 cents as a low average. On a 300-day-a-year basis, that comes to $180 a year.

The operating cost of an automobile, according to the American Automobile Association, is between 7 and 8¼ cents per mile. Figuring the worker is five miles from his place of employment, it will cost him between $210 and $247.50 per year for driving his car. The total outlay per year would be between $390 and $427.50.

The same man can go back and forth to work via the Municipal Railway for 20 cents per day, or $60 for the whole year.

Not only that, but he saves the wear and tear on his nerves from bucking traffic.

Don't be afraid to "toot your own horn" when it comes to selling public transportation. Spread the word around. And as we make new customers, let's hang onto them by giving them the best service possible in our most courteous manner.

Comparison of Expenses and Revenue Per Car Hour*

Year	Operating Expenses	Total Expenses**	Total Revenue
45-46	4.18	5.09	5.43
46-47	5.06	6.01	5.85
47-48	5.43	6.25	5.84
48-49	5.37	6.26	5.63

*Average for all types operation—includes street car, cable car, motor coach and trolley coach.
**Includes reserves for depreciation, accident claims, etc.

It May Be True . . . But?

The two cars met head-on. Both drivers got out and, with that fine courtesy so characteristic of drivers nowadays, began to apologize profusely.

"I'm so sorry," said the lady, "it was all my fault."

"Not at all," the man gallantly responded. "I was to blame."

"But I insist the fault was mine," she replied. "I was on your side of the road."

"That may be true; but I am responsible for the collision. I saw you coming blocks away and I had ample opportunity to turn down a side street."—*Atlanta Two Bells.*

Track Department

Retiring during December after many years of service with the Track Department were *Con Mahoney*, 22 years; *Peter Sullivan*, 21 years; *Alex Gouffas*, 27 years; and *Jobie Guyden*, 2 years. May we wish all many more years of happiness . . . Going on vacation a little ahead of the deadline were *John H. Ryan, Frank Cassidy, Tim Sullivan* and *Yours Truly* (*Joe Kennealy*). Just in time to help the Missus do the Christmas shopping for the kiddies. *Frank Catsidy* says he should own a bank instead of a bankroll when he has to take care of his gang . . . *Jim Gallagher* is looking very sad without his gentleman's man—*Alex* left him to return home to Greece.

During the past 12 months alone the San Francisco Tuberculosis Association has taken more than 90 000 chest X-rays and in many ways has taught people how to protect themselves against tuberculosis and the dangers of rheumatic fever and heart diseases. The size of next year's program can only be determined by the amount of Christmas Seal revenue available. Remember, the greater your support, the greater your protection.

This is the second group to complete the 10-hour Supervisory Training course which is being offered at Potrero car house. Left to right around the table are Earl S. Morris, Michael Cashman, Leo Logasa, Elmer L. Sorensen, Connie Seeley, Duke Wormuth, Robert Walters, Thomas J. Galvin, William J. McDevitt and James J. Finn. Instructor R. M. Winfield is standing at the side of the table.

Attention, Veterans

Shortly after January 1, 1950, the nation's 16 million veterans of World War II will receive some $2.8 billion dollars in the form of refunds on their National Service Life Insurance. The average payment per veteran will run around $125, and is some cases will reach $528.

Hundreds of Municipal Railway men will be entitled to receive these checks. For those veterans who have not already applied, forms may be secured at any Veteran's Administration office.

Each check will have the following words imprinted on the endorsement side—"Use it Wisely— Buy U. S. Savings Bonds".

The Treasury Department hopes that every veteran will invest at least part of his refund in Savings Bonds. And that's very good advice. It's so easy to spend money foolishly and then have nothing to show for it.

Investing money with Uncle Sam is the safest and best way to insure your future. And remember, for every $75 you invest today, you'll get back $100 when the bonds mature 10 years from now. *You help yourself to security when you buy U. S. Savings Bonds.*

Another new bus yard will be built and put in operation by late summer of 1950. This architect's perspective shows how the Kirkland bus yard, with a capacity of about 150 motor coaches, will look. In the foreground is the Administration Building where the offices and gilley room will be located. At the far side of the yard are the dispensing unit and the service building which will house three pits for routine inspections. The long building just behind the dispensing unit will provide rooms for handling tires, batteries oil storage, etc. The yard is located near Fisherman's Wharf in the block bounded by North Point, Stockton, Beach and Powell Streets.

Trolley Topics

Vol. 5 DECEMBER, 1949 No. 12

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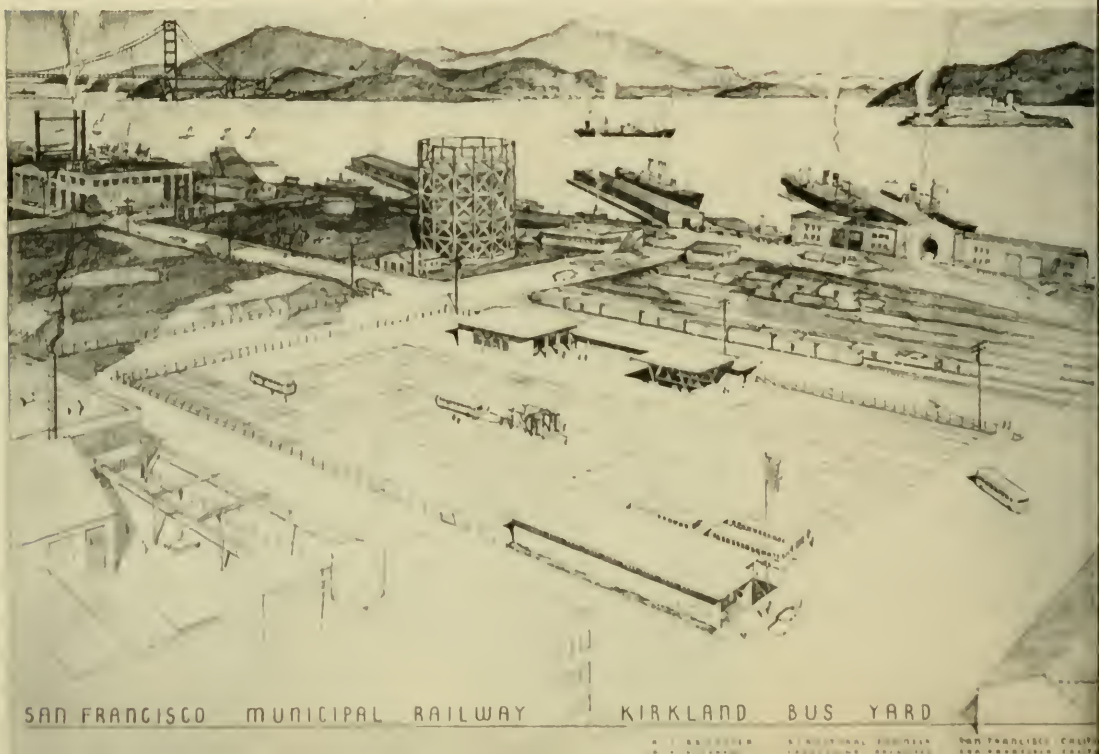

TROLLEY TOPICS

MUNICIPAL S.F. RAILWAY

D. L. REED

Vol. 5 JANUARY, 1950 Number 1

...RERO TROLLEY COACH YARD

...w Maintenance Unit Is One of Finest In the World

Popularity Rating of New Trolley Coaches Is Upheld By Daily Servicing In New Shop

(This article is to acquaint our employees with the new Potrero Trolley Coach Yard, one of the largest and most modern such units in the country. Although it has been in service for some months, this is the first issue of Trolley Topics in which enough space could be reserved for this introduction to our new yard.)

The six new trolley coach lines which were put in operation during the past year have proved very popular with the riding public. Headways on these lines were shortened by about 50 per cent as compared with street car operations, and seating during the rush period was increased by approximately 75 per cent. The greater frequency of service, the benefits of curb loading, and the comfort of the new vehicles have all made a hit with our customers.

The change-over which has won such favor was not accomplished without considerable pain both to the Railway and to the public. The street reconstruction was a long and annoying process. On the heels of the street workers came the line crews with their maze of overhead wiring. At the same time as these enormous jobs were under way, still another vital part of the new trolley coach system was being built—a huge plant for the storage and maintenance of the coaches.

Former Street Car House

Finding space for a new, large and centrally located trolley coach yard is not an easy thing to do. Fortunately the Railway had just such a property already in its possession.

Prior to January, 1949, the Potrero carhouse was a street car station with a very small section on the upper level devoted to maintenance of a puny fleet of trolley coaches. (Out of the present total of 248 coaches, 214 have arrived during the past 18 months.) This building, largest of the Railway's street car houses, was completely rebuilt and equipped with the most modern facili-

From his "glass cage" Potrero Foreman Bress Corley can keep an eye on a considerable part of his domain. In the upper picture he is facing toward the service pit area, and the repair shop can be seen through the windows back of him. The middle picture shows a view of the carhouse from the Mariposa Street side with entrances to the five rows of service and inspection pits. Below Richard Singer in the control booth presses a push button which sets the trolley switch and lights the signal directing the coach operator to the proper lane of pits.

(Upper left) Inside the maintenance building coaches are lined up over the service pits. Working at the bench at extreme left is L. Dini. Subforeman Paul Romo checks work with Ray Anderson while Charles Rushing and Jack Dollard work at the rear of coach. (Upper right) A close-up view of Ray Anderson at work with his suction cleaner shows some of the intricate mechanism which must be checked. (Center left) The clean, well-lighted pits are a great aid to good workmanship. Here George De-Timofeev and Louis Jackson use some of the hoses for lubricants and air with which the pits are equipped. (Center right) As the coach leaves the maintenance building, it passes through an automatic spray washer on its way to the parking area. (Lower right) When coaches are so dirty that a plain water bath is not sufficient, they are put through this soaping washer at the west side of the yard where they are thoroughly scrubbed and given manual attention if necessary.

Unit changing and major repairs are handled in the repair shop. L. Dini is operating one of the four electric hoists. The doors at the rear lead into the electric shop, and the main storage yard is just outside the accordion doors at the right.

ties for the servicing of trackless trolleys. The reconstruction of the building and 250-coach capacity yard cost approximately $725,000.

Maintenance Building

The maintenance building has been designed to handle coaches with maximum speed and efficiency. The upper level, opening on the 17th Street side, has inspection facilities and storage space for 65 coaches, and the lower level, with entrance on the Mariposa Street side, will accommodate 185 coaches. All the main servicing and repair work is done on the lower level.

Each coach is inspected every 24 hours to check brakes, lights, steering, trolley shoes, doors and other safety features, and every coach gets a daily bath. In addition there are a number of regularly scheduled more detailed inspections: every 2000 miles the coach is brought in for lubrication and checking; every 4000 miles the coach gets an electrical inspection; at 10,000 miles the rear axles are pulled for checking, and at 50,000 miles the rear end is taken out and adjusted.

Pits have been provided to accommodate 35 coaches at one time. These include daily inspection pits with capacity for 18 coaches; service and lubrication pits with capacity for 11 coaches; and the single-coach repair shop pits, of which there are 6. Some of the shop and service pits are constructed with a shallow side pit to facilitate work on the side-mounted coach electrical equipment. All service pits are piped for high-pressure chassis grease, rear axle oil and air, and have electric outlets; radiant coils are installed in the floor slabs. The pits are painted white and have fluorescent lighting fixtures installed on both sides at close intervals.

Automatic Checks

As the coaches roll from the service building to the storage yard, they are checked by several automatic devices. One of them is the Wheel Alignment Indicator which shows whether the wheels are properly aligned or not. Another is the Live Body Detector, which shows any faulty insulation or grounding which may develop in the coaches. If there is any voltage on the coach, an alarm bell will ring automatically. A register measures the amount of voltage present.

Coach Washers

Automatic coach washers equipped with revolving brushes and cutting and rinsing water sprays are installed on both the upper and lower levels, and coaches pass through them on their way to the parking areas. In addition there is a third washer equipped with a soap mixing plant and fountain brushes for handling stubborn cases

(Upper left) In the electric shop, Norman Robinson is at the vise working on a windshield wiper and George Anderson is repairing a trolley retriever. (Upper right) Hank Gutierrez changes the shoe on a trolley coach pole. Trolley shoes are designed to take the wear and tear of friction with the overhead wire that that the wire itself, which is more difficult to repair, will remain undamaged. (Lower left) The carpenter shop is in a recess at the north side of the repair shop. Here Henry Ute is about to remove a cracked window from a trolley coach door. (Lower right) Paul Dumont and L. Dini are installing a grease retainer on the rear wheel.

(Upper left) Storekeeper Al Arbeit checks through his records covering the approximately 2000 items with which his store room is stocked. (Upper right) Washing up at the new spray basins in the pleasant employee quarters are Joe Brady, Sub-Foreman Jim O'Donnell, Bud Holst, Oscar Faulkner and George Anderson. (Lower left) Bob Dini uses the fork lift to push a coach into the steam cleaning unit while Bill Shea directs him. (Lower right) The coach enters the cleaning room; Joe Brady waits with the steam hose as Gail Freeman pilots the bus in on the runways.

which do not yield to plain water sprays.

Repair Shop

When a coach is in for unit changing or major repairs, it is handled in a large shop outside the inspection pit area so that it will not interefere with the line of travel along the pits. A total of nine coaches can be accommodated simultaneously. Four five-ton electric hoists mounted on a monorail can be moved the full length of the shop for lifting coach bodies, motors, axles, etc.

Eiectric Shop

Just off the main repair shop is a small electric shop for the repair of trolley retrievers and any electrical parts such as switches, controllers, resistors, etc.

Cleaning Rooms

A special steam cleaning room with a sunken floor allows coaches to be brought in on runways at yard level and permits steam-cleaning without being hoisted. Adjacent to the steam cleaning area is the parts cleaning room equipped with steam and high-pressure rinsing hoses.

Other Rooms

The glassed-in foreman's office is situated to connect with both the service pit section and the repair shop. A loud speaker system allows the foreman to communicate with all sections of the yard.

A large tire room is provided for storing, inflating and mounting tires. As all tires used by the Railway are handled on a rental basis, the tire room is assigned for the use of personnel from the company holding the rental contract.

There is a battery room for changing and storing batteries. All trolley coaches carry batteries for tail lights, headlights, door controls and some power switches.

The oil room is equipped with high-pressure pumps for delivering chassis grease and axle oil to the lubricating pits. There is also space for storage of all necessary petroleum products.

The spacious store room is lined with cabinets and bins to handle the numerous parts needed for coach maintenance. About 2000 separate items must be kept on hand.

Other rooms are provided for the air compressors, boilers, transformers, etc.

Working Conditions Good

Employee facilities include a large locker room, a modern wash room with showers and circular spray hand washers, and an attractive little lunchroom.

A classroom for training the men on various phases of trolley coach repair is now under construction, and employees will soon be given an opportunity to get free instruction in their specialized trade.

The men at Potrero are justly proud of their fine headquarters and find it an excellent place to work. Proper ventilation and heating, excellent lighting throughout, labor-saving machinery, and immaculate surroundings all add to the comfort of workers and promote efficiency as well.

The world is full of willing people: Some willing to work, the rest willing to let them.

24th Street Division

Everybody at 24th and Utah seemed quite happy over the Christmas season, especially Operator *A. J. Musante*, who was presented with a bouncing ten pound baby boy. . . . Operator *Walter Costa* displayed some real fancy neckties around the gilley room. Walter claims it pays to be courteous, especially around Christmas time. . . Those flying trips made by Operator *Kenny Maxwell* to Southern California have most of us in a dither, especially Operator *George Fouts*, who has offered to donate his cabin plane and his personal service as pilot just to check up on Kenny. . . . Operator *Charlie Miller* gave notice of his New Year Resolution: "No More Oversleeps." . . . Receiver *John Brower* lauds his TV set at every opportunity and has invited all the 24th and Utah neighborhood to his home every Tuesday night. Admission by ticket only! . . . Operator *E. Carpenter* is an expert on radio. Just ask him. . . . *Jim Willworth* spent most of his Christmas vacation in and around the local real estate offices. . . . Operator *Florencio Rodriquez*, who is vacationing in South America, sends greetings and says he likes both the bullfights and the senoritas. . . . Collector *John Bechtold* is back at work after a prolonged sickness. . . . The fair maidens along the Embarcadero are all smiles these days. Sure enough, Operator *Clyde Hardin* is back on the route.

Echoes of Christmas: Here are a few of the many beautiful trees which brightened the Railway during the holiday season. (Upper left) In the telephone room, Chief Operator Ann Burke, Margaret Burns and Marie Callan enjoy a tree covered with soft, fluffy cotton snow. (Upper right) At Ocean Division, Walter Rosenthal operates the lift to permit James Welsh to fasten an insecure ornament on the beautiful red and silver tree which he decorated. (Lower left) Michael Coleman of the Farebox Room executed this animated Christmas display with a tree, miniature village, Santa Clauses and revolving lights. Mr. Coleman is at the left and Frank Smith is at the right. (Lower right) Dispatcher James Lewis stands on the table to decorate this icycle-trimmed tree at the 24th Street gilley room. In front of him is R. W. Pomeroy, and reading clockwise around the table are R. J. Bini, R. E. Brewer (kneeling), L. L. Burge, C. Braziel and George McGuirk.

Geneva-Ocean Division

Now that the holidays are all over, what happened to all those New Year Resolutions, fellas? . . . Congratulations to Operator *Bill "Father" Michelini* and his lovely wife on the birth of a seven pound girl. "Old Granddad" *Angelo Michelini* looks pretty proud. . . . Operator and Mrs. *D. Berti* are two up on Bill as their third boy was born November 29th. Congratulations and where are all those cigars? . . . That whistle you heard wasn't a train but Captain *Jack Wehren* demonstrating how to navigate on a mud flat. Ahoy, Captain Jack! . . . Operator *Bill Malone* talked and talked until he was blue in the face and topped it off by asking for her telephone number, but the young lady wrote a note and instead of a number it stated that she was deaf. She promptly got off at the next stop! . . . Operator *Lee Shores* went back east to Illinois but had tough luck the day before he left when his new Studebaker was damaged in an accident . . . Dispatcher *Ken Watters* had a five day leave and spent it in Oregon. . . . Conductor *Judd (Lombardo) Jorgensen* is certainly beaming these days as he is back on his old "K" run after working something else on the last sign up . . . We must get the shops in finally, and the story is that Shop Foreman *Herb Strickland* has quite a picture gallery in his office. How about that Herb? . . . When *August Musante* retired on November 20th, the Railway lost one of its best loved men. Conductor Musante received more commendations than any other employee, and his fellow workers shared the public's high regard for him.

Sympathy

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Burtie Beal, Trackman, was accidentally killed in a tragic accident in Twin Peaks Tunnel on December 20th. He had been with the Railway since April 8, 1944.

Joseph W. Borges, Geneva Motorman, died suddenly on Christmas Day. He had served the Railway for 36 years, starting December 11 ,1913.

Nicolaus Kruer, Sutro Motorman, died December 19th after a long illness. He was employed June 14, 1907, and was No. 1 on the seniority list at the time of his death.

Timothy Shea, Utah Conductor, died December 20th of heart disease. He was a native of Coachford, County Cork, Ireland, and had been with the Railway since November 6, 1942.

Our Sister Utilities

Congratulations to *Helen Gianotti* of Hetch Hetchy Accounting and *Art Brandou* of Airport Engineering, who have announced their engagement. . . . Also to *Ann Hoffman* of the Airport, who became Mrs. David Nathan recently. . . . And to *Ann Traverso Smith*, formerly of the Airport, who is the happy mother of an October-born baby boy. . . . Everyone had a good time at the Hetch Hetchy Engineering Department get-acquainted party on December 30th. The girls did themselves proud on the refreshments, and Chief *A. O. Olson*, was a genial host. . . . *Bernice Wabrauschek* flew to Tokyo with her husband, who is connected with an import-export firm, then to France via way points. . . . Welcome to *Helen Laus*, new employee in Hetchy Accounting. . . . *Ellen Creighton* is still limping and nursing a badly cut foot. . . . Glad to see *Bernice Hogan* back on the 7th floor in Water Department Engineering. . . . *Albion Nixon* is taking *Emmery Mihaly's* place on the 2nd floor. . . . *Wharton Lowell* enjoyed an early vacation this year . . . Welcome to *Wilfrid Bratt*, formerly of 901 Presidio, who received an appointment to the Water Department as Sr. Civil Draftsman.

[illegible]

Bulletin Warns Operators Of Rainy Weather Dangers

Weather conditions do not cause vehicle accidents as long as drivers are alert to compensate for them. However it is always necessary to use special precautions when bad weather causes impairment of vision and slippery road surfaces.

The following bulletin should be studied and the rules faithfully observed in order to avoid rainy weather accidents.

Bulletin No. 1257 Safety

The rainy season will soon be here and your management feels that it is appropriate that the following matters be called to your attention as a precautionary measure:

1. Rainy weather affects everyone's vision especially at night when street lights shining on wet pavement cause considerable glare; therefore it is particularly necessary to be extremely ALERT at all times.

2. Street car tracks and the pavement on many hills become unusually slippery thereby requiring greater stopping distance. This, as we all know, is made possible by a SLOWER SPEED.

3. Strict adherence to the rule governing the following of other vehicles too closely should be made at all times.

4. Extreme caution should be maintained at all times with respect to pedestrians as there is always the additional hazard caused by the use of umbrellas during rainy weather. Care should also be exercised to REDUCE SPEED through puddles, particularly whenever there is a possibility of splashing pedestrians who may be in the immediate vicinity.

Close observance of these reminders will greatly reduce accidents and contribute to more efficient service.

YOUR COOPERATION IS SINCERELY AND URGENTLY REQUESTED.

Being a good boy during 1949 certainly paid off for Operator John Tomola of Ocean Division. Riders on his No. 29 line were so appreciative of his courtesy and cheerfulness that they surprised him with a Christmas party complete with Santa Claus and a load of presents. Flustered but happy, Mr. Tomola stopped only long enough for a picture and then hurried on to complete his run.

Shop Notes

Shopmen were pleased to see a good number of their retired former associates during the year-end holidays. Those who visited the various departments were *Pete Basmaison, Howard Bates, James Beatty, Randall Bell, Charles Blackmer, Bill Carr, Jim Crosby, Jim Davies, Jack Dwyer, Steve Heenan, Bill Hickey, Ernest Lewin, Joseph Lapointe, Mark McNealy, Bob Plunkett, John Rand, Herman Remus, John Stacker, Hugh Thomas* and *Pat Ward*. All are looking forward to seeing these men again, together with many other retired employees at the annual Equipment Deparment banquet which is to be held this year on January 28th. According to arrangements in progress, a good time is in store for all who attend. . . . Best wishes for a speedy recovery are extended to *James McGarvey*, who is confined at Mary's Help hospital. . . . Congratulations to Power House Operator *William McCarthy*, who was married recently. Another marriage in the Motive Power Department was that of the daughter of *Henry White*. . . . We deeply regret to report the death of *Thomas Williams*, son of *John Williams*, who met with a fatal accident following a visit with the family at Christmas time, and of *Lloyd Sellers*, who passed away January 3rd in Acupulco, Mexico, where he had been staying during the winter months.

Line Department

The prime topic in the Line Department these days is the fact that Foreman *Ed "Bad News" Brown* topped the list in the examination for General Foreman Lineman. This turn of events was completely unexpected as popular opinion gave Ed no more than an outside chance. All agree (with some dismay) that honesty and hard work have been rewarded. In a speech of recognition to the newly formed Ed Brown Fan Club (*Harold Hurtt*, President) Ed expressed a preference for Eastern brands of hams and bacon and revealed that his taste in spirits runs to the more expensive bourbons. He stated that fish and game in season would be well received. So, on this fateful day, the Line Department awaits the new era. . . . We must sympathize with Lineman *Al Walker*, who is suffering two broken ribs. You wouldn't believe it but Al was thrown to the floor when a Muni bus stopped suddenly and the broken ribs are the result.

The National Foundation for Infantile Paralysis, having completely exhausted its epidemic aid fund, estimates that the full bill for patient care alone for 1949 *will be* $31,000,000. *Their emergency drive in September was a stop-gap measure to obtain enough funds to continue care of patients and research until the January March of Dimes.*

This is why public support of the 1950 *March of Dimes must be the most generous in history.*

Mayor Robinson Commends Railway Men For Their Part In Successful Firehouse Tours

Hundreds of children were enabled to see the remarkable firehouse displays this year by way of Municipal Railway coaches. Through the cooperation of Mayor Elmer E. Robinson, the Fire Department and the Public Utilities Commission, bus tours were made available to groups of children who might otherwise have missed the exciting spectacle.

In a letter addressed to the Public Utilities Commission the Mayor states, "I have received a great number of letters from directors of children's institutions and other persons interested in our shut-ins, both young and old, commending your Commission and the personnel of the Municipal Railway for the fine manner in which the tours of the beautifully decorated fire houses were conducted during the recent holiday season.

"Each letter mentions the joy and happiness brought to those who took the tours and particularly stresses the thoughtfulness and courtesy displayed by the operating personnel of the Municipal Railway. To me, these letters brought a most personal pleasure because there is nothing more satisfying than adding a note of joy to our less privileged during the holiday season. This, I believe, was accomplished by the wholehearted cooperation of everyone who participated in the tour program.

"To these numerous commendations already received, I add my own congratulations and thanks for a job well done."

The $500 first-prize award in the firehouse Christmas decoration contest when to Engine Company 41 for its delightful "Santa Cable" scene. The lively display included a revolving cable car with a gong-ringing gripman and a friendly, hand-waving Santa at the conductor's end. In this picture the proud men of Company 41 are watching the presentation ceremony. On the truck are (left to right) Fire Commissioner Max Sobel, Fire Chief Edward P. Walsh, Captain Sam Graham, Chief Ray Minkel, Chief Bill Kindeckes and Hoseman Ed Hellen.

(Photo Courtesy Call-Bulletin)

Trolley Topics

Vol. 5 JANUARY, 1950 No. 1

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Washington-Mason Division

About the best way to start this is with the good old stand-by, "Happy New Year" to all. . . . Congratulations are again in order for the splendid work our co-workers did in handling both the Christmas and New Year passengers. . . . Our starter at Powell and Market, *Jim Buskirk*, made a successful appearance on television. Those fortunate enough to see the show will agree that Jim is handsome on or off the screen. . . . The year 1950 finds Conductor *George Brandley* and his wife with a bundle of joy. Just call George "Daddy" and watch the smile. It was a boy incidentally. . . . Early birds on the vacation list are *Stanley Krypin*, *Carl Mullins* and *Robert Lydeard*. Have a good time, boys. It's a long wait to the next one.

The lost and found department of the Seattle Transit reported a telephone call from a woman who said she had left a package containing a bra size 36 on a bus.

"What bus?" said the transit company employee.

"Size 36," replied the woman.

It must be worth living the cost has doubled and we still hang on.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY
CHAS. L. REED
ne 5 FEBRUARY, 1950 Number 2

TRANSPORTATION INDUSTRY FACES PRECARIOUS FUTURE

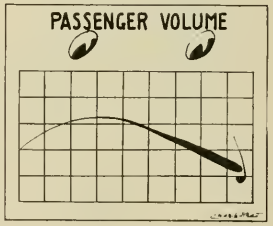
EVERY TRANSIT EMPLOYEE AND EVERY CITIZEN SHOULD UNDERSTAND THE FACTS

What would happen if San Francisco were without a public transportation system?

The answer is obvious. It would soon become a ghost city—its office buildings empty, its huge stores deserted, industry at a standstill.

Oh, yes, there would be some attempt to reach the downtown area by means of private automobiles, but when we realize how many autos would be needed to replace the Railway's 1,017 vehicles, it presents a picture of such hopeless confusion as to intimidate even the most courageous citizen.

Every merchant knows how important public transportation is to the future of his business. Yet, even though this is apparent to every individual, the transit industry is gradually losing the public's support. PASSENGER FIGURES, IN SAN FRANCISCO AND THROUGHOUT THE COUNTRY, SHOW A DANGEROUS DECLINE.

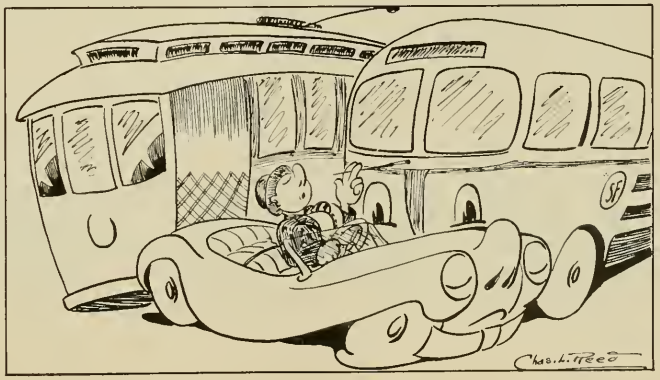


WHY ARE WE LOSING BUSINESS?

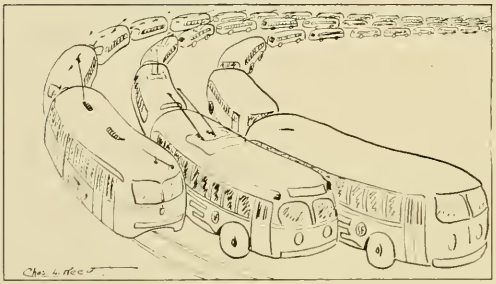
There are a number of reasons. Many persons who were employed during the war years are now staying at home. Others who formerly worked six days a week are now working five. The increase in fares caused some loss in volume. Probably the biggest factor in the current trend is the competition of the automobile.

Despite the fact that streets are becoming more and more snarled with traffic, that parking is more difficult and more expensive than ever before, and that driving a car is many times more costly than riding a bus, automobiles are stealing our potential customers right and left.

Perhaps "stealing" is not the word. We should rather say that we are letting our potential customers slip through our fingers.



WHAT CAN WE DO ABOUT IT?



Management has been carrying through a tremendous program to improve service and attract new customers. A total of 533 new vehicles have been received during the past two years (including 50 trolley coaches now being delivered). Fifteen ancient street car lines have been converted to modern operation; headways on these lines have been shorted about 50 per cent, and seating capacity has been greatly increased. Streets have been resurfaced to provide smoother riding. Our vastly improved maintenance facilities provide clean and safely operable equipment.

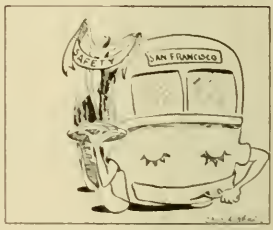
BUT APPARENTLY THIS IS NOT ENOUGH

The public has to be SOLD on our service, and it is up to everyone of the Railway's 3500 employees to do the selling job.

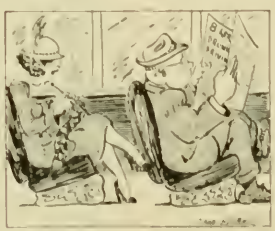
We all know the selling points we have to offer.

ECONOMY: Public transportation is one of the biggest bargains on the market today. It costs the average automobile owner at least 75 cents per day just to drive his car back and forth to work. In addition to this he must pay parking fees if he is in the downtown area. Even finding a parking lot that is not filled involves considerable searching. Consider how much cheaper and easier it is to use the public transit system at 20 cents per day and have no parking problem.

SAFETY: Statistics show that public transit is the safest kind of transportation there is. Last year the Municipal Railway carried 280,155,235 passengers and operated 31,283,532 car miles without one passenger fatality due to an accident in which our equipment was involved. Serious personal injuries to passengers are extremely rare. When we consider how many persons were killed or permanently crippled in automobile accidents in San Francisco during the past year, we can see how much more safe it is to travel by public transit.

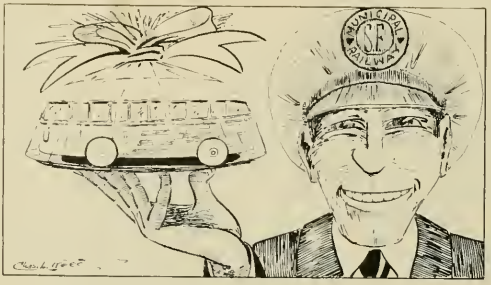


FREEDOM FROM WORRY: Driving in heavy traffic is no picnic. The blaring of horns, the frequent starts and stops, the constant vigilance to avoid collision, the whistle of the traffic cop—all these contribute to a nervous tension that wears heavily on the disposition and the blood pressure. Passengers on a public transit vehicle can relax and let the operator do the worrying. Even during rush hours, when passengers must stand, they still have the opportunity to read or to daydream — free of driving cares.



FINALLY, WE MUST REMEMBER, NO MATTER HOW WORTHWHILE OUR COMMODITY, IT WON'T SELL ITSELF. It has to be presented properly—made attractive to the buying public.

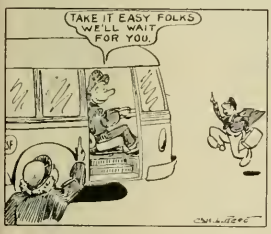
That's where the sales clerk comes in. Any qualified salesman knows that his personal attitude is going to be a deciding factor in making the sale. And he knows that the basic principle of good sales technique is a sincere desire to please the customer.



A PLEASANT GREETING AND A FRIENDLY SMILE IS THE BEST SALES APPROACH IN THE WORLD. On the other hand, a disagreeable salesman will repel even the most eager customers.

HERE'S HOW TO "CLINCH THE SALE"

The Municipal Railway has received many compliments on its fine new equipment and improved service. But no amount of new equipment will find favor with the general public unless the men who operate those vehicles are agreeable and considerate.



There are so many ways in which we can please our customers and increase our sales volume. Waiting a few seconds for an intending passenger; helpfulness to a handicapped rider; careful and smooth operation of cars and coaches, cleanliness of vehicles; giving information to the confused; any extra courtesy to our customers. These little things add up to a selling campaign that would be irresistable.

We shouldn't wait till business gets so bad that service must be curtailed and our jobs endangered. We should start right now to look for those extra customers—the customers who will mean the difference between paying our way and operating at a loss.

It will take a little extra effort to get them and to keep them. But for our own welfare, for the welfare of the riding public, and for the welfare of the city of San Francisco, WE'VE GOT TO DO IT!

The new Presidio Avenue trolley coach yard (upper left) will go into service on March 19th. Shortly after the maintenance unit was completed, Mayor Elmer E. Robinson visited the yard and inspected the many installations in the new and ultra-modern shop. At upper right, Manager of Utilities J. H. Turner is seen welcoming the Mayor (center) and Commissioners Sam McKee, Philip F. Landis, Edward B. Baron and Donald A. Cameron. (Lower left) Pausing for a moment beside the Wheel Alignment Indicator are Mr. Turner, the Mayor, Mr. Landis, Mr. Baron, Mr. McKee, Railway Manager Wm. H. Scott and Superintendent of Equipment C. D. Miller. (Lower right) Mayor Robinson found that working conditions were excellent in the well-lighted and comfortably-heated shop. Here the Mayor, Mr. Baron and Mr. Turner inspect one of the pits.

Garage Exhaust

The post-holiday season hasn't been productive of sparkling Topic items . . . *George Tilton* obliged in this spell of reportorial lethargy by announcing the arrival of Kathleen Marie in time for breakfast January 7th. We've been quite concerned about George, but he is responding favorably to soothing reassurances from more experienced pappy guys around this place and he doesn't twitch any more . . . Affable and efficient *F. Dale Cosgrove* left *Bert Stevens'* gang to assume the highly important job of General Storekeeper at Bryant Division and we wish him well . . . *Bill Eastman* was likewise successful in a promotional to Sub-Foreman Garageman and is busily engaged with his new duties . . . A couple of McAllister hearties dog-paddling around in a pit were overheard telling that Night Garageman *K. Kaddas* moved his residence from across the street account of the guys made too much noise and he couldn't sleep on his night off. Hmmmm! . . . *Ernie "Muscles" Anderson* returned to his work after extensive eye surgery. Now if *Jerry White* would heal quickly and *Irl Hefkin* could get his leg in condition, the flu bugs around here would have a few more customers to work on.

Potrero Division

For the latest news regarding transportation matters, consult Operator *G. S. Ascbero*. He sure has the answers . . . That familiar loud voice you hear in the gilley room every day is Operator *A. Barsley*. Aaron is thinking seriously of taking up public speaking . . . We wonder who the operator was who was rushing to work in the wee hours of the morning and was stopped by a patrol car investigating juveniles abroad in the night? Ask *Anthony D'Acquisto* . . . Inspector *Dick Furth* says he enjoys going to school, but he never expected to get his pockets filled . . . We were all wondering for a long time how *Johnnie Reed* kept his youthful figure. Well, it is the apple a day that keeps Johnnie that way . . . We wish at this time to send greetings to *Gerald R. Deaver*, who has been on the sick list for quite some time. Hope he will soon be back on the job . . . Our deepest sympathy goes to Operator and Mrs. *C. W. Long* in the loss of their baby. We are glad to hear that Mrs. Long is recovering, and wish to express our best wishes for a speedy return to health.

New Transit Coordinator Studies Railway System

Tough transit problems are nothing new to Marmion D. Mills, who took over his job as Transportation Expert and Coordinator under contract with the Public Utilities Commission on February 13th.

Mr. Mills' services, according to the contract, will consist of "immediate studies and reviews and recommendations for improved schedules and operations, including the complete overhauling of the transfer system of the Municipal Railway, in order that there may be substantial improvement of service and a greater economy in operations."

Our new consultant has served as a trouble-shooter for practically every kind of transportation operation in this country and abroad. He was responsible for directing the conversion of Seattle's widely acclaimed transit system. He also supervised the successful conversion of the Oklahoma Railway Company from street railway to motor coach.

He served as a Colonel of Ordnance during the last war and was also a transportation officer in World War I. Other positions included that of Vice President of the Buffalo Transit Company; General Manager of the Washington, Virginia & Maryland Coach Company; Vice President and General Manager of the National City Lines; President and General Manager of the United Cities Motor Transit, etc. His most recent work was a survey for the Industrial Institute of Israel covering bus transit facilities in that country.

Would you call it a bus or a locomotive? Well, actually, it's a bus body mounted on railroad trucks and powered by gasoline. It was used to convey passengers along the 69 mile route of the Hetch Hetchy Railroad. There were two vehicles of this type in operation—one for passengers including construction personnel, their families and visitors, and another which served as an ambulance, a conveyance which was in frequent demand. Steam locomotives hauled heavy freight to the various camps at Priest, Early Intake, O'Shaughnessy, etc. The line made connections with the Sierra Railway at Hetch Hetchy Junction. In the picture at right, the passengers whose outline may be seen through the windshield were Master Mechanic Milo Jubb and Dr. John P. Degnan (brother of L. V. Degnan). At the driver's wheel was Ivan Harten; the next man is unidentified; Harry Stenander was at the far right.

Cost of Uniforms May Be Deducted From Income Tax

(*We are sorry that the following letter did not arrive in time to use in our January issue. The information may be helpful to some late tax filers, however, and may also be remembered for future years.*)

TREASURY DEPARTMENT
Internal Revenue Service

Trolley Topics Editor:

Reference is made to your letter to me under date of December 8, 1949 with reference to the deductibility of the cost and maintenance of uniforms of streetcar operators and bus operators. I replied to your letter under date of December 17, 1949 and told you that I was submitting your letter to the Bureau for a ruling and that if a favorable reply was received from the Bureau I would inform you further.

By letter dated January 6, 1950, the Commissioner has ruled that if streetcar operators, including bus operators, "are required to wear distinctive types of uniforms while at work and if such uniforms are not suitable for ordinary wear, they may deduct the cost and maintenance thereof as ordinary and necessary business expenses. Any cash allowance or reimbursement received for such expenses should, of course, be included in gross income."

In other words, the cost and maintenance of required uniforms, where they are otherwise not suitable for ordinary wear, may be deducted by taxpayers for income tax purposes as business expenses. It is understood, however, that *these deductions can only be taken if the taxpayers itemize all of their deductions*, including the cost and maintenance of uniforms, on page 3 of Form 1040. If they file a 1040A return, or if they file a 1040 return and use the tax table, or take the standard deduction in lieu of itemized deductions, they cannot deduct separately the cost and maintenance of uniforms, since the tax table and/or standard deduction include this deduction of an ordinary and necessary business expense.

Very truly yours,
RICHARD NICKELL
Assistant to the Collector

Mr. Ormsby Asks For Closer Observance of Curb-Loading Rule

The importance of the following recent bulletin cannot be overemphasized. Fullest compliance will result in improved public relations—so do your part.

"Verbal and written complaints are being received almost daily reporting that operators are disregarding the rule requirement to stop coaches alongside of curb when there is no excuse for failure to do so.

"The sidewalk raise is a great convenience for infirm and physically handicapped patrons when boarding and alighting from coaches.

"YOUR CARE, THOUGHTFULNESS AND UNCEASING EFFORTS IN THIS VERY IMPORTANT REQUIREMENT WILL BE WELCOMED AND APPRECIATED BY THE TRAVELING PUBLIC—YOUR CUSTOMERS.

"Notify your line inspector when vehicles occupy official coach zones, as they have police power to issue citations for coach zone violations."

D. C. ORMSBY
Gen. Supt. of Transportation

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

Stanley Leiser, Utah. "At Market Street the driver stepped off the bus to help a mother fold a go-cart and get on the bus with a small child; on Polk Street he left his seat to help an aged and crippled lady board; and further on he left his seat to help the same lady off the bus."

Joseph R. Hann, Potrero. "To ride on his bus was a pleasure. He handled his coach like a veteran; smooth starts and smoother stops. The standing passengers were having little trouble staying on their feet as there was no swaying. His patience was a pleasure to see."

A. W. Todhunter, Ocean.

"Good luck then to Sandy, to 9 zero 9
May the blue in his eyes never dim
I know young and old on the 52 line
Think there's none on the Muni like him."

William J. O'Neill, Geneva. "I am partially disabled and use a cane. It is difficult for me to get on and off street cars or buses. The conductor was exceedingly obliging and helped me up onto the platform and saw to it I was seated before starting the car. He was most thoughtful of all his passengers."

Roderick E. Betts, McAllister. "In spite of his bus being crowded, he appeared to have the full cooperation of his passengers. His sincere and courteous effort to serve the public was an inspiration, and I am sure quite a few of us are better people for having witnessed such cheerful and thoughtful treatment of one's fellow men."

August Grummet and *Erwin Gerhater,* Geary. "Would like to call your attention to the courteous manner of Operators 22 and 1741 on the Geary street car and the kind consideration given to elderly people who find it hard to travel."

Young S. Park, Utah. "He is an unusually smooth driver. I take the bus each morning and often we are jerked and pushed by poor drivers, but this one seems to be able to apply his brakes with unusual skill which this passenger appreciates."

Francis Eaton, Potrero. "I am one of the white cane brigade and he has been invariably kind and considerate to me and others who are similarly handicapped. I think it does no harm to mention these things. The bus drivers hear so many gripes!"

Other commended were: *Virgil Packard,* Geary; *Herbert McGee,* McAllister; *Cyrus Palmer,* Geneva; *George A. Moe,* McAllister; *Fred Brown,* Ocean; *Alfred W. Seltzer,* Potrero; *Theodore A. Arduti,* Utah; *Howard Welch,* McAllister; *Louis Gordon,* Geneva; *A. F. Eischen,* Ocean; *Charles Graves,* Potrero; *E. G. Sell,* Ocean; *Noel Johnson,* Ocean; *Robert Walker,* Potrero; *George Hines,* Utah; *Norman Long,* McAllister; *James McCowan,* McAllister; *Ethridge Boone,* McAllister; *William Ratto,* Inspector; *G. MacDonald,* Utah; *H. Rodriquez,* Utah; *F. K. Nuss,* Utah; *J. J. Papale,* Geneva; *Joseph McCowan,* McAllister; *Walter Tompkins,* Ocean; *E. G. Sell,* Ocean; *Raymond Shiver,* Potrero; *Neil Gaylord,* McAllister; *Adam Jackson,* McAllister; *Ray Wooten,* Ocean; *Marcelino Dalman,* Potrero; *Ted Aragon,* Ocean; *Charles Johnson,* McAllister; *William O'Neill,* Geneva; *H. B. Alexander,* Ocean; *Tony Scarabino,* McAllister; *William Hage,* Ocean; *John Tomola,* Ocean; and *Melvin Montgomery,* McAllister.

Trolley Topics

Vol. 5 FEBRUARY, 1950 No. 2

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DICK GRIFFIN ELVEN WHELPLEY

Address communications to 1345 Turk Street, San Francisco 15, Attention Editor.

Two more groups who have completed the Supervisory Training course at Potrero are shown here. In the upper picture, seated around the table, are Sydney Abbot, Tom Howe, Dick Furth, Jim Kavanaugh, A. A. Benedict, Clarence Coulson, Lawrence Birnbaum, Joe O'Neill, Ellison Perkins and Carroll D. McKim with Instructor R. M. Winfield standing at the rear. In the lower picture are Charles Dowling, Eddie Arata, Joe Casey, George Mangan, Mr. Winfield, Remo de Luca, Bress Corley, Charles McGuire, Mike Boragno, Austin Bray and R. C. Thompson.

Sutro Division

A short time ago who should come to our humble dispatcher's office but the one and only great *Walter Mails* of baseball history. Mr. Mails now handles the publicity for the famous Shamrocks, ice hockey team, and he handed out passes for a few of the games too . . . Our Day Dispatcher, *Harry Franklin,* seems to be right in the pink lately. Even sings while he works. Wonder if it could be that additional cup of coffee . . . If anyone knows anything about oil derricks, will he please try and give Conductor *A. Grummet* some info? He's very willing to learn everything and anything . . . Good old *Ed Dyson* was made very happy by our Honorable Superintendent just recently. Now he doesn't have to transfer cars any more. All he has to do is just go up and down at Forest Hills Station, and works regular hours too. *Charlie Pollard* left there and is now a watchman with the Water Department. Good luck to both of you . . We asked Conductor *H. Araboglou* if he had a nice vacation. He said definitely no, it was too wet. He'd rather have S. F. climate—just a wet *mist* here . . . And speaking of mist, your reporter has really had her hands full trying to keep it off the money machine during the recent dampness.

Loaded Dice

You would not play in a game where the dice were loaded or the cards marked. Yet that is just what you do when you roll too close to the car ahead.

YOU HAVE NOT A CHANCE OF AVOIDING a quick stop or a crash. The game is stacked against you.

Quick stops usually cause serious injuries to patrons or you crash up your front end, or worse yet, both. Play games that give you an even break. The game of "following too close" does not even give you a chance.

—Yellow Cab Bulletin

Bureau of Engineering

His Honor, the Mayor, paid a visit to the Presidio Trolley Coach Yard last month for a quick look-see. Haven't heard what his reactions were, but we trust that he was duly impressed . . . After spending a week in the East, *Al Kritscher,* our trolley coach man, was more than happy to return to S.F. in spite of the heat wave they were having back there. Seems that the temperature dropped a few degrees below zero overnight in Chicago. Weather man must have had a warped sense of humor . . . About a month back, someone asked *Ted Chung* what he did that was exciting over the week end. Ted nonchalantly replied, "Got married." So to Ted and Mrs. Chung, congratulations and best wishes . . . After a minor wrist operation, *Park Wong* gathered sympathy by going around with his arm in a sling. It probably didn't interfere with his poker playing though—such a good place to hide aces! . . . The latest to be visited by the stork were *L. M. Jeffers* with a son, Bill, and *Howard Grant* with a son, Bruce. Belated congratulations to you both . . . Incidentally, Jeff has been basking in the sun down at San Bernardino Air Base while putting in his two weeks of Reserve Training. What a place to be on duty!

DON'T SKID YOURSELF: Use extra precautions for rainy weather driving. The way to control a skid is not to have one.

The Mystery of The Missing Wheel Blocks

Wheel blocks don't just get up and walk away, but somehow or another, 1100 of them managed to disappear last year. This was revealed in a report by Superintendent of Equipment C. D. Miller, who stated that during 1949 his department had furnished 950 blocks for the various bus garages and 150 for the trolley coach yard.

Wheel blocks may not seem like much of an item as far as replacement cost is concerned, but a monthly average loss of 91 blocks is a serious and entirely unnecessary drain on the Railway's maintenance fund.

How are they lost? One of the main reasons is that operators just roll off and forget them. Also many blocks must be discarded because they have been damaged through careless use either by operators or shop men.

Every coach operator should know how to use the block properly. In the accompanying photographs, Instructor John Dunne shows right and wrong ways to handle blocks.

Promotions Won By Railway Personnel

Congratulations to the following Railway men who have demonstrated their ability in recent promotional examinations:

Edward Brown headed the list for General Foreman Lineman and took over his new duties on February 1st. He started with the Railway as a Lineman in 1927.

Bressel M. Corley is the new General Foreman ERSM, and will continue to head the Potrero Shops. He joined the Railway in 1934, starting as a Shop Mechanic.

James J. Finn received his appointment as Sr. Personnel Assistant effective February 6th. He has been at the Geneva offices since 1947 as a Personnel Assistant, and prior to that was with the Purchasing Department.

In the upper three pictures, Instructor John Dunne shows how to handle blocks properly. The lower picture shows what NOT to do. 1. YES . . . when the bus is going uphill, turn the front wheels away from the curb and place the block in back of the left rear tire. 2. YES . . . when the bus is going downhill, turn the front wheels into the curb and place the block in front of the left, rear tire. 3. YES . . . when the block is not in use, it should be placed behind the operator's seat, where it will not be in the way of passengers. Be sure to see that there is a block on the bus before leaving the yard. 4. NO . . . don't pull off and leave the block standing in the street. It is a dangerous and costly form of carelessness. Double check to see that the block is aboard before starting.

Office Chitchat

Stella Gee became Mrs. Chuck Wong early in February . . . *Frank Littlejohn* has joined the staff of the Timekeeping Department as a Senior Clerk . . . *Gale Bishel* has transferred from Tripsheets to Payroll . . . *William Berner*, who formerly was at Public Welfare, has become a General Clerk in the Tripsheet Department . . . *Herman Scholz* has accepted a call as Traffic Checker, moving up from an office assistant's post at Civil Service . . . Accounting's bowling team is rolling along in great style despite the loss of their ace, *"Smiling Herm"* Warnke. *"Wonderful" Farrell, "Cousin" Landi, "Pounding Paul" Fraher, "Anchor" Lyons*, and *"Hooks" Quinn* are currently one game out of first place in the 20-team Municipal League, which goes every Monday night through April 10th at Downtown Bowl. How about some rooters? Admission is free, and there are plenty of soft seats . . . We're sorry to hear that *Frank Bockmeier* of the Claims Dept. is retiring; we'll miss his pleasant smile . . . Being a grandmother doesn't phase Personnel's *Laura Byers*, who's been whooping it up about Ann Marie ever since the baby's arrival . . . Sorry to learn that our good friend, *Frank Carroll*, of the Geneva Dispatcher's Office, is seriously ill.

TROLLEY TOPICS
MUNICIPAL S.F. RAILWAY

Railway Transportation Given Further Impetus By March 19th Conversion

The metamorphosis of San Francisco's transit system came a step nearer to completion on March 19th when the sixth major conversion scheduled under the rehabilitation program took place. This month's conversion provided a new trolley coach line on Mission Street which replaced the motor buses of the No. 9 line, two new motor coach lines which retired the street cars on the "D" and "H" lines (now re-designated as the 45 and 47 lines), inauguration of express service on the 2 and 31 lines, and an increase in frequency of service on several other lines.

Following are routes and data on the new lines:

NO. 9 RICHLAND

The new 48-passenger trolley coaches, which are about two feet longer than the 44-passenger model, provide greater seating capacity for patrons of this line than did the motor buses. Peak headways in the morning average four minutes, and the evening runs about two minutes. There are 36 trolley coaches in operation on the route which covers 10.38 round trip miles.

Route: From the Ferry via Embarcadero and Mission to Richland. The loop is routed via Richland, Murray, Crescent, Andover, Richland and Leese to Mission. Returning via Mission, Steuart and Market to Embarcadero.

A "reception committee" was waiting at the 16th Street freight yard when the first of the new 48-passenger trolley coaches was rolled off the railroad car. (Above) General Manager Wm. H. Scott, Manager of Utilities J. H. Turner, and Public Utilities Commission President Philip H. Landis rode the coach as it was towed onto the loading platform. (Below) The coaches got pretty grimy during their long ride across the country, but a good scrubbing made them gleam again. This picture was taken on the upper deck at Potrero Yard.

(Above) After the 48-passenger coach was pulled off the freight car, it was inspected inside and out by the delegation present. Here Mr. Turner paused for a moment to see that his precious cargo was securely fastened before the tow truck pulled it off to the Potrero Yard. Left to right are Mr. Landis, Mr. Turner, Mr. Scott, Inspector Wm. D. Ratto and Personnel Director Paul J. Fanning. (At left) General Shop Foreman Bress Corley and Inspector Thomas Galvin measure one of the new coaches against one of the 44's. There is about 30 inches differences in length.

NO. 45 VAN NESS (FORMERLY "D")

The new motor coach line runs on Sutter Street instead of Geary and covers 9.28 round trip miles. Morning and evening peak headways average five minutes. Thirteen coaches are employed on this line.

Route: From Market and Sutter via Sutter, Van Ness, Chestnut, Gough, Union, Steiner, Greenwich, Lyon and Lincoln Boulevard into the Presidio to Anza Street. The loop is on the parade ground in front of the guard house. Returning via the reverse of above to Sutter, Sansome, Bush, Battery and Market to the terminal on Sutter Street (same loop as for the other Sutter Street buses).

NO. 47 POTRERO (FORMERLY "H")

The 26 motor coaches in operation on this line provide a considerable increase in frequency of service over the 17 street cars formerly in use. Peak headways run about 2½ minutes and the route covers 9.10 round trip miles.

Route: From Van Ness and Chestnut via Van Ness, South Van Ness, Mission, 11th Street, Division and Potrero to Army; loop via Army, Hampshire and 25th Street. Returning via the reverse of above to North Point Street (loop in intersection) and then via Van Ness to terminal at Chestnut Street.

NO. 2 CLEMENT EXPRESS

On weekdays, Monday through Friday, inbound express coaches leave the outer terminal at 48th and Point Lobos at 7:19, 7:30, 7:41, 7:51, 8:02 and 8:13 a.m. The express area is on Sutter Street from Presidio Avenue to Montgomery Street, and no passenger stops are made on that portion of the route.

Outbound express coaches leave Sansome and Sutter Streets at 4:20, 4:30, 4:41, 4:51, 5:01, 5:11 and 5:21 p.m. Passenger loading zones are at Sansome and Sutter Streets and Montgomery and Sutter Streets. The express area is the same as on the inbound route, with no stops until the coach reaches Presidio Avenue, but making all local stops thereafter.

NO. 31 BALBOA EXPRESS

On weekdays, Monday through Friday, inbound express coaches leave the outer terminal at Balboa and 33rd Avenue alternately with locals from 7:01 a.m. to 8:29 a.m. The express area is on Eddy Street from Divisadero to Mason with no passenger stops made between those points.

Outbound express coaches leave Mason Street alternately with locals from 4:42 p.m. to 5:30 p.m. The express area is on Turk Street between Mason and Divisadero, with no stops until the coach reaches Divisadero, but making all local stops thereafter.

NO. 16 NORIEGA EXPRESS

The daytime express service on this line, which has shown a heavy financial loss, was abandoned (see No. 20 below for substitute service), and the expresses now operate during the peak hours only on weekdays, Monday through Friday, as follows:

Inbound: Morning expresses leave 48th and Noriega at 6:43, 6:52, 7:01, 7:07, 7:11, 7:16, 7:19, 7:24½, 7:27½, 7:33, 7:36, 7:41½, 7:44½, 7:50, 7:53, 7:58½, 8:01½, 8:07, 8:10, 8:17, 8:27, 8:37, 8:48 and 9:00 a.m. The 9:00 a.m. run is the last.

Outbound: First express leaves Mason Street at 4:00 p.m. and thereafter every five minutes to 5:00 p.m. After 5:00 p.m. every four minutes to 5:40, every five minutes to 6:15 p.m. and two additional runs at 6:21 and 6:30 p.m.

NO. 20 ELLIS

The No. 20 motor coach line continues to service Lincoln Way and the Beach area, but its alternate coaches which formerly turned back at 20th Avenue, now furnish full all-day local service to the Noriega District.

Inbound: From 48th Avenue and Noriega via Noriega, 23rd Avenue, Lincoln Way, Frederick, Stanyan, Oak, Divisadero, Ellis to Market and Stockton Streets.

Outbound: Market Street, Turk, Taylor, Ellis, Divisadero, Oak, Stanyan, Frederick, Lincoln Way, 22nd Avenue, Noriega, 47th Avenue, Ortega, 48th Avenue to Noriega.

Evenings and all day Sunday and holidays there is service to the S. P. Depot from Ellis and Market Streets via 4th, Brannan, Third, and Townsend; returning via Townsend, 4th, Ellis, etc.

The first inbound No. 20 coach leaves from 48th and Noriega at 6:00 a.m. and the last at 1:57 a.m. The first coach outbound leaves from Ellis and Market Streets at 6:16 a.m. and the last from the S. P. Depot at 12:40 a.m.

In addition there is a final coach which leaves Masonic and Haight Streets at 1:36 a.m. Late travelers to the Noriega District may take the No. 6 or 7 outbound and transfer to the No. 20 at this point.

"B" AND "C" LINES

Additional cars have been added to the Geary Street lines after the Van Ness and Potrero car lines were discontinued. Peak service on these lines averages a four minute headway, which is a half-minute reduction from the previous schedule.

NEW MAINTENANCE UNIT

The addition of 50 new 48-passenger coaches (costing about $17,000 each) has brought the total number of trackless trolleys up to 298. In order to accommodate the rapidly growing fleet, the recently completed $780,000 Presidio trolley coach yard was put in service, and coaches of the No. 5 and 21 lines were transferred there.

The new yard has a capacity for 150 coaches, and together with the 250-coach Potrero yard which was completed last July, will handle all the trackless trolleys scheduled for service in San Francisco under the present program.

The shop area is located in a completely remodeled section at the rear of the Geary car house. This section was formerly used for storing street cars. The adjacent storage yard extends as far as Euclid Avenue and was purchased two years ago at a cost of $98,000.

Trolley Topics

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The two pictures at right show the Presidio Yard as it looked a year ago and as it looks today. The completed yard cost approximately $780,000 and will house 150 coaches. At present the No. 5 and 21 lines are operating from this yard, but as new trolley coach lines are added to the system, it is expected that the No. 1, 3, 4 and 22 lines will be brought here. (Below) Marking out the lanes in the large storage yard was quite a project in itself. There are 14 rows so Painter W. Litchenstein had to paint 28 lines each about 400 feet long. Following him around the yard was the compressor which in turn was followed by a trolley coach. An extension cord from the trolley coach furnished power to the compressor.

Our Sister Utilities

New faces in the Hetch Hetchy Water Engineering Department are *Josephine Lundwall* and *Fred Firebaugh;* also back in the ranks is *Cecil Beatie*. . . . Congrats to *Mike Keyak* and his wife on a brand new daughter, their second. . . . Caught in the act: *Jack Huntoon* looking over the automobile advertisements. Must be spring. . . . *Ruth Franchi* uses a string for scientific measurements on weights now. . . . The 20th Anniversary of city ownership of the Water Department found 21 girls of the former Spring Valley company enjoying a get-together luncheon. Those present were *Edith Allen, Harriett Baker, Marion Beaver, Ada Butler, Cecilia Carleton, Edith Carroll, Ellen Creighton, Alyse Egan, Mary Eisenberg, Alice Garrett, Bessie Garrett, Minna Galavin, Elizabeth Greer, Inez Isola, Fritse Langhoff, Rose McAuliffe, Jane Murta, Margaret Peters, Katherine O'Brien, Ada Sweeney* and *Amelda Whitehead*. . . . A most interesting and informative newspaper article on the city's water system appeared recently as a result of an interview with *Oscar Goldman,* Superintendent of City Distribution. . . *Dan Haggerty* of the Meter Testing lab at Bryant Street has been busy explaining his work to various interested parties. The operation of a water meter will be explained in a forthcoming "Behind Your Faucet."

Shop Notes

An event of special interest to shop kegler fans will take place on April 10th at 7:00 p.m. at the Downtown Bowl. In addition to being the last night of competition in the Municipal Employees' League, it is also the night that the railway shopmen meet the railway shop foremen in the only game that was scheduled for these two teams throughout the league. According to Captains *Lin Lofstedt* and *George Nolan,* both teams have been hankering to get at each other for the past several months, and now that the time is approaching, it won't be long before it will be known which team does the better job of backing up its boasts of superior bowling. There should be plenty of spectator seats available, so come on down and root for your favorite squad. . . . *Ed Hayes, Art Hughes* and *James Clarke* have qualified in the 27th Annual San Francisco Golf Championship Tournament, which means we should be hearing more of these gophers in the near future. (Correction: "golfers") . . . *Joe Farr's* many friends were sorry to see him start on a recommended six months' sick leave period on March 6th. All hope that his new surroundings may prove beneficial and that he will be back at his old stand in the Elkton Shop mill before long.

Railway Men Win Top Honors In Handball

Both of the finalists in last month's handball tournament were Railway employees.

Tony Sheridan, Trackman at Washington-Mason, won the Class A single handball championship. His opponent in the play-off match was Tom Forde, a Sr. ERSM at Geary shops. The scores were 21-14, 13-21 and 21-10.

The handball series was a feature of YMI Festival Week.

Naval Reserve Unit Visits Railway Shops

A party of 51 maintenance men from the U. S. Naval Reserve Volunteer Automotive Transportation Unit visited our Potrero Shops and Ocean Garage early this month. Lt. Comdr. James K. Gibson, who is with the State Public Utilities Commission, made arrangements for the group's visit. Other members of the party included the Chief Inspector for Automotive Equipment at Benicia Arsenal along with 25 civilian automotive inspectors.

The men were very much interested in these new maintenance units and expressed their compliments on the excellent planning and efficient operation at both locations. A letter of thanks from Lt. Comdr. Sidney P. Jordan, Commanding Officer of the Unit, stated: "I think all of our members were greatly impressed by the cleanliness and 'good housekeeping' that was in effect at the Potrero and Ocean Yards, as well as the efficient production-line type of inspection procedure."

Members of the Public Utilities Committee of the Grand Jury were also guests of the Railway during a tour of inspection made last month. They were particularly interested in the shops at Elkton and the many activities carried on at this large plant.

Although our new transit consultant, Col. Marmion D. Mills, has been on the job for less than two months, he has already become well acquainted around the Railway. One of his first undertakings was a tour of the Railway properties in order to familiarize himself with the operations at each location. Here he pauses for a moment with General Manager Wm. H. Scott at the window of the store room in the new Presidio trolley coach yard.

Ocean-Geneva Division

(To Rudy Alholm, much success in his new job with the Post Office and thanks for a splendid job of reporting for Trolley Topics during the past two years. To our new reporter, Jack Wehren, whose first column appears below, a hearty welcome to our editorial staff.)

Greetings to the new Dispatchers and Inspectors who arrived at this division due to the sign-up among them, and good luck to those who left us. . . . *Pop Smith* says the fish are still there—you have to know how to get them. Borrow a few worms from Skipper *L. Martin's* boat. . . . *A. Hintz* and *L. Pappas* intend to take a course in Public Speaking. Both should be good at it. . . . *H. Barth* and his new Ford would like a challenge of performance and endurance from *Les O'Conner's* new Chevrolet. *L. O. Shores'* new Studebaker will take on the winners. . . . *Julia Cheek* refused to consider a street car ride as a honeymoon trip. Johnny was forced to take his bride of about six months on a vacation trip to the ranch in Soledad. Pleasant diggings! . . . Our cribbage king, *Ed Sell,* is now on a Navy Reserve cruise to China. *Fred Simon* has usurped the crown until Ed's return. . . Anyone needing a warm jacket can contact *H. DeGabain,* who has an abundant supply just in from Vallejo. . . . *Tom Gowanlock's* smile is broader now. Could it be the new doors on our cars or his new motorman. What say, *Maguire?* . . . A frown upon a face can be changed into a smile by a cheerful word. Smile, fellows! The road is getting smoother—vacation time is almost here. Let's have some pictures of your trips to publish in later issues.

24th Street Division

Operator *Charlie Hanneman* passed out the cigars to commemorate the arrival of his second daughter, whom he claims inherits Mrs. Hanneman's good looks. . . . Operator *H. D. Person* spends all his leisure time instructing his Boy Scout troop for the coming jamborees. . . . We welcome the following Dispatchers and Inspectors to Utah: *W. Hutchison,* Swing Dispatcher; *A. A. Benedict,* Night Dispatcher; *R. J. Connolly* and *Kenny Watters,* Relief Dispatchers. . . . All the operators at Utah are appearing spick and span for duty these days. Wonder why? Could be our new typist, *Dorothy Smith.* . . . Operator *Glen Humbird* is now home from the hospital and hopes to return to duty very shortly. . . . How come *Pete Lemieux* wears a carnation in his coat lapel every morning? . . . Operator *A. J. Parfitt* purchased an airplane to take his family out on his day off; he has induced *Stanley McEvoy* to part with a few of his Homing Pigeons in case something unforeseen happens. . . . Operator *Claude Braziel* spent a part of his vacation in southern California hoping to get a good sun tan but apparently got smog tanned instead. . . . *Joe Gollob* entertained a few of the boys from the Utah Division celebrating the arrival of his first granddaughter. . . . The Utah softball team is now being organized; anyone desirous of joining, see Operator *H. Menifee.* . . . Those fast trips over the mountains to Santa Cruz by *M. F. Evans* in his hotrod Buick can only spell trouble, especially when he gets mixed up with stray cattle, causing him to appear late for work.

The retirement of William C. Bendel, Superintendent of Equipment and Overhead Lines, on March 15th meant that there are only two men left of the group who founded the Municipal Railway on December 28, 1912. This picture, taken on the occasion of the Railway's 30th birthday in 1942, shows the "durable dozen" men who still remained of the original crew. Left to right they are: Division Superintendent Tom Cox, who retired April 1, 1948 and is now living in Woodside; Inspector Hugh Duffy, who is still with the Railway and works at West Portal; Division Superintendent L. G. Marshall, who retired December 1, 1948, and is living in Santa Rosa; Conductor Mark Morehart, who retired February 16, 1945, and whose home is on the Russian River near Forestville; Conductor George Benker, who retired December 4, 1947, and who divides his time between San Francisco and a cottage at Tomales Bay; Conductor William Henry Craig, who is still with the Railway and works out of Geneva Division; Day Dispatcher Henry Hauser, who died July 11, 1947; Motorman Louis Litzius, who retired September 14, 1947, and died last April; Motorman John Phelan, who died September 1, 1944; Inspector John Daly, who retired September 16, 1948, and died a month later; Mr. Bendel; and Superintendent of Transportation Eugene Clisbee, who retired November 6, 1944, and now lives in Sharps Park. The story on Mr. Bendel's retirement will appear in next month's issue.

Line Department

One of the linemen was heard grumbling around the shop and threatening to quit the other day. His gripe was that a friend of *Ed Belasco* had mistakenly greeting this person with "What's doing, Belasco?" "I don't have to put up with that stuff," the lineman continued in a tone of injury. . . . Speaking of Belasco, did you know that he is frightened by spiders? Yep, scared to death of 'em. . . . One of our drivers really raised the roof in the Line Department recently. He inadvertently started his truck inside the shop while the tower raising gear was engaged. Damage was of a minor nature. . . . The department's special pride and joy, *Nick Thomas,* is back to work after a brief stay in the hospital. . . . After waiting seven long years, *Jack Morgan* finally has his permanent call as Foreman Lineman. . . . A well-thumbed volume on the desk in the Line Department is titled "Common Sense at the Races." Make room for the Cadillacs.

The "Spring Valley gals" got together for lunch on March 3rd to celebrate the 20th anniversary of the San Francisco Water Department. All the 21 luncheon guests were employed by the Spring Valley company prior to its purchase by the city. (For names of those present, see "Our Sister Utilities" column.)

THE PUBLIC APPLAUDS

THE COURTESY AND EFFICIENCY OF THESE MUNICIPAL RAILWAY EMPLOYEES

Following are excerpts from letters written by pleased customers.

William Busch, Ocean. "He is so considerate at all times, especially when elderly folks are trying to get on the bus. When he sees someone running he waits and when they thank him he smiles and says, 'Oh, that's all right. It's part of my work.' He is alert, conscientious and friendly and a credit to our Municipal Railway."

L. A. Anderson and *Ida M. Kime*, Sutro. "I wish to express my gratitude to the motorman and conductor who were on 'H' car No. 112 for their honest and promptness in returning the purse I had left on their car."

Leroy Hancock, McAllister. "First he greeted me with a smile, telling me to take my time. You see, I'm partially paralyzed and only able to use one hand and drag my left leg. Then he waited until I was in my seat. All along the route I noticed how courteous he was, particularly to elderly people." (From a letter which appeared in Jack Rosenbaum's column in the News.)

Roy Jackson, Utah. "He does not let the vagaries of bus passengers, motorists or weather ruffle his composure or affect his quiet courtesy, nor does he start up and stop violently like many other drivers. I am sure it must be a nerve wracking job, and anyone who can remain so consistently pleasant and considerate as well as efficient deserves your special consideration."

Joseph H. Jemming, Potrero. "A group of us card club fans want to commend one of our favorite drivers on the No. 6 line. He is always courteous and very nice about crippled and slow old ladies, and we really appreciate it. He handles the machine smoothly so we aren't too much shaken up."

George Sawyer, Dispatcher; *Allan Murphy*, Inspector; and *Patrick Mulhn*, Geary Conductor. "I had the unfortunate experience of leaving my purse with valuable contents on your 'F' line car. May I take this opportunity to tell you that I received every courtesy and attention from those men of whom I inquired about my loss. They were so kind and helpful to me in finding my bag."

William Antone, Potrero. "He is extremely polite, and the courteous and gracious manner in which he gives 'personalized service' to the blind alighting and boarding near the Blind craft Center is indeed refreshing."

Others commended were: *Adolph Musante*, Utah; *Emmett Jackson*, Potrero; *Henry Hall*, Geary; *Leo Dessamer*, McAllister; *Louis Walker*, McAllister; *Walter Jenkins*, Utah; *R. C. Aragon*, Potrero; *William J. Gillette*, Potrero; *Delg P. Tufo*, Utah; *William Franks*, Ocean; *Joseph Finn*, Geneva; *Ray Johnson*, Ocean; *Talton Love*, Ocean; *Frank Sullivan*, McAllister; *Fred Wilson*, Ocean; *Louis Grotoman*, Geneva; *J. J. Brewster*, Potrero; *Clarence Piper*, Ocean; *Frank Musante*, Potrero; *Kenneth Maxwell*, Utah; *Joseph McCowan*, McAllister; *Clinton Rogers*, McAllister; *Robert Thompson*, Ocean; *Herbert Blanchard*, Potrero; *A. B. Hurand*, McAllister; *Nat Revelle*, Utah; *Fred Bella*, Ocean; *James Beatty*, Potrero; *T. Z. Evans*, McAllister; *R. French*, McAllister; *Orem King*, Ocean; and *Robert Lenehan*, Utah.

Sympathy

(We are sorry to report the deaths of the following fellow employees. Sincere condolences go to the families.)

Samuel Bloch, Washington - Mason Gripman, died March 5th at his home in San Mateo. He was a Charter employee and had been employed since March 10, 1919.

Gerald R. Deaver, Potrero Operator, died February 13th at Permanente Hospital. He had been with the Railway since September 7, 1945, and had been ill since last November.

Edwin L. Ellis, Sutro Motorman, died January 8th at the St. Helena Sanitarium. He had been on the sick list for the past five years. He started with the Market Street Railway March 26, 1928.

Roy Jean Mills, Ocean Operator, died February 26th of pneumonia. He had been with the Railway since July 2, 1947.

Vernon E. Whiteside, ERSM at Ocean Garage, died February 16th after a long illness. He was 47 years old and had been employed since August 27, 1947.

MUNICIPAL RAILWAY LINES AND DIVISIONS

Since the consolidation on March 19th and the inauguration of the new Geary trolley coach yard, there have been some changes in the assignment of lines to the varous divisions. Following is a list of lines and their division headquarters. The list may be clipped for reference.

GENEVA DIVISION (street cars):
- J Church
- K Ingleside
- L Taraval
- M Ocean View

SUTRO DIVISION (street cars):
- B Geary
- C Geary-2nd Avenue

GEARY DIVISION (street cars):
- F Stockton
- N Judah

POTRERO DIVISION (trolley coaches):
- 6 Masonic
- 7 Haight
- 8 Market
- 9 Richland
- 22 Fillmore
- 33 Ashbury
- 41 Union-Howard

GEARY DIVISION (trolley coaches):
- 5 McAllister
- 22 Hayes

WASHINGTON-MASON (cable cars):
- 59 Powell
- 60 Jackson

McALLISTER (motor coaches):
- 1 California
- 2 Clement
- 3 Jackson
- 20 Ellis
- 24 Divisadero
- 31 Balboa
- 43 Roosevelt
- 45 Van Ness
- #75 Legion of Honor
- *B Geary
- *F Stockton

UTAH (motor coaches):
- 15 Third
- 19 Polk
- 32 Embarcadero
- 35 Eureka
- 40 S.P. Depot-2nd Market
- 42 Evans
- 47 Potrero
- 53 So. Heights
- 55 Sacramento

OCEAN (motor coaches):
- 10 Monterey
- 11 Hoffman
- 14 Mission
- 16 Noriega
- 17 Park-Merced
- 18 Sloat
- 23 Crescent
- 25 Bryant
- 26 Daly City
- 27 Noe
- 28 Alemany
- 29 Visitacion
- 34 Marina
- 36 Miraloma
- 37 Corbett
- 39 Coit
- 44 Sansome
- 50 Geneva
- 51 Silver
- 52 Excelsior
- 76 Broadmoor
- *M Ocean View

** Operates nights, Sundays and holidays only.*

 # Operates Saturdays, Sundays and holidays only.

RETIREMENTS

Name and Occupation	Employed	Retired
Michael Bankowski, Sutro Motorman	9-29-19	11- 1-49
John H. Carroll, Geary Conductor	2-17-15	12- 1-49
Daniel P. Curtin, Sutro Motorman	8-23-18	9- 9-49
Matthew Gibbons, Geary Motorman	1-28-28	1- 1-50
John J. Griffin, Trackman	3-24-24	1- 1-50
Maurice Heaney, Geneva Conductor	1- 3-18	1- 1-50
Charles H. Kloehn, Geneva Motorman	12-22-14	3- 1-50
Stephen Leahy, Geneva Motorman	10-31-27	1-10-50
Jeremiah O'Connor, Geary Motorman	9-13-18	9- 1-49
Toney Rice, Geary Motorman	8-15-14	1-26-50
Garret Rowan, Sutro Motorman	10-22-17	1- 1-50
Charles W. Schlichting, Sutro Conductor	3- 5-09	11- 1-49
Leon G. Shaw, Sutro Conductor	6-12-23	12- 8-49
Wm. A. Strohecker, Geneva Motorman	8-18-17	1-16-50

Here's Address List For Division Offices & Shops

A number of changes in personnel have taken place in the division offices during the past month. For the convenience of all departments, the following list has been compiled showing the Superintendents, Day Dispatchers and Shop Foremen at each division.

GENVEA-OCEAN

Division Superintendent: J. E. McDevitt.

Day Dispatchers: George G. Sawyer and George Taylor.

Shop Foremen: Herb Strickland (Geneva) and Dennis Joyce (Ocean).

POTRERO

Division Superintendent: Wesley R. Mason.

Day Dispatchers: James Bittles and William Sharp.

Shop Foremen: Bressel M. Corley (General Foreman) and James O'Donnell.

UTAH

Division Superintendent: George Lewis.

Day Dispatchers: James Lewis and William Hutchison.

Shop Foreman: Charles Maguire.

McALLISTER

Division Superintendent: Ralph Strawn.

Day Dispatchers: William Johnson and Elmer Maples.

Shop Foreman: Charles Gianola.

GEARY-PRESIDIO

Division Superintendent: A. J. Schirmer.

Day Dispatchers: Robert R. Moyle and Emery Dutcher.

Shop Foreman: John Williams (Geary) and Frank McQuaid (Presidio).

SUTRO

Division Superintendent: A. J. Schirmer.

Day Dispatchers: Harry Franklin and James A. Strelesky.

Shop Foreman: Harry Barron.

WASHINGTON-MASON

Division Superintendent: George Lewis.

Day Dispatchers: Leo Dahl and Clarence Kreuger.

Shop Foreman: John Nolan.

Relief men for the above assignments include Day Dispatchers Charles Lasater, Kenneth Watters, Stanley Hearst and Allen R. McCarthy.

Brain Power of Every Employee Needed In Campaign For Ideas

"Let's make the Municipal Railway the best transit system in the whole world."

That is the purpose expressed in the letters received from Railway personnel in response to management's request for ideas to improve service. These suggestions have shown considerable thought and ingenuity, according to Paul J. Fanning Director of the Bureau of Personnel and Safety, and a number of them have been adopted.

Some of the letters received in recent weeks which are now under consideration include the following:

R. A. Mostert of Washington-Mason suggested a means of differentiating between the Powell-Mason and the Washington-Jackson cables to eliminate confusion of tourists.

George W. Hanna of Ocean Division outlined an idea for a pocket size card to be issued to all operating personnel giving the line and leaving time of last car or coach.

Edward S. Jones of McAllister forwarded several suggestions regarding passenger shelters, destination signs and other services to customers.

James E. Morrow of Geneva proposes installing a large sign at 1st and Market informing motorists that all street cars turn right to the Terminal.

Robert E. Craig, Special Instructor at Washington-Mason, suggested designing some sort of bumper guard for the front of cable cars.

Harold E. Jorgensen of Ocean advocates the use of abrasive material on the floors and steps of coaches to keep passengers from slipping.

Connie Seeley, Instructor at McAllister, sent in a suggestion in regard to keeping coach windshields free from rain and steam.

Hubert A. Dawson of Ocean asked that a stop sign be installed at the corner of Geneva and San Jose Avenues.

Harry Garabedian, another Ocean operator, suggested that cleaning rags be provided for coach operators and also pointed out an intersection where stop signs were needed.

F. J. Carsner of Potrero suggested that stories about personal operating experiences be included in Trolley Topics as a means of impressing the need for safety practices.

George Stathes of Ocean proposed a method of defrosting the driver's window in motor coaches.

The ideas mentioned above show what a diverse number of problems are being brought to the attention of management. Everyone is encouraged to contribute from his practical knowledge of Railway operation by sending in his suggestions. Letters should be addressed to Mr. Fanning at Potrero car house, 2500 Mariposa Street.

Who Is Responsible For Public Disfavor?

There's no use denying it. The public can't be wrong 100 per cent of the time. With complaints averaging around 200 a month and a heavy majority devoted to instances of discourtesy on the part of our Railway employees, we have to admit that they have some kind of a case against us.

Actually we believe that at least 90 per cent of our operators want to do what's right, and that they exhibit considerably better manners than a lot of our passengers. Time after time we hear of instances where our men have shown almost incredible forbearance in the face of the most aggravating circumstances.

On the other hand there are still a large number of Railway employees in that other 10 per cent who seem intent on spoiling it for the rest. And sad to say, the public cannot help but notice the actions of those 10 per cent while they may not be so quick to observe the pleasant operator who goes quietly and competently about his work.

That's human nature, and we might just as well accept it. We might just as well face the fact, too, that we are in a business where we are constantly dealing with people who may try our patience. Passengers can be annoying in many ways and often they are uncooperative and even abusive. But that is one of the occupational hardships we accept when we accept the job. Anyone who cannot learn to get

along with his customers —even his nasty customers — should certainly not be in a line of work where that is one of the prime requisites of the job.